

Hourly Coaches, Omnibuses, and Horse Railroads

A History of Horse-Drawn Transit in Massachusetts

By

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The Boston area's last horsecar line. When discontinued on Christmas Eve 1900, 44 years of horse railroad service in the city came to a close. In this view, car 373 is on one of two routes that served Marlborough Street in the city's Back Bay. These two routes were the only horsecar lines ever operated by the Boston Elevated Railway, which had inherited them when it leased the West End Street Railway three years earlier.

Editing, layout, and Introduction by William Lieberman
Illustrations use material from the collections of Leo Sullivan and William Lieberman,
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PREFACE

Many years ago, I had an idea for a multi-volume history of Boston area transportation, to be called *Spokes of the Hub*. Each volume would be devoted mostly to one particular mode. Since then, I have covered commuter railroads in *Boston's Commuter Rail—The First 150 Years*, published in 1985 by the Boston Street Railway Association (BSRA), and a supplement, *Second Section*, published by the BSRA a year later. I have also written unpublished manuscripts covering the first 50 years of fixed-route local bus service in Metropolitan Boston, an all-time history of Massachusetts ferryboat service, and an all-time history of all forms of transportation in my home city of Newton, Massachusetts. The volume you are now reading fits into this framework by describing the horse-drawn public transportation enterprises that served the cities and towns of the Commonwealth of Massachusetts in the eighteenth and nineteenth centuries. Stagecoaches were the first of these enterprises. By the beginning of the 1800s, a large network of stage routes connected Boston both with nearby towns and with cities throughout New England and beyond. Most of these were put out of business by steam railroads, beginning in the mid-1830s. The horse-drawn omnibus, a variation of the stagecoach characterized by frequent service on relatively short routes within urban areas, appeared in Boston more than a century after the first trials of intercity stages. Omnibuses flourished for three decades until horse-drawn street railways displaced most of them. These railways were the final component of the horse-drawn public transportation system. An extensive network of tracks for horsecars was constructed in the streets of communities both large and small throughout the Commonwealth. But eventually, the horse railroads, in turn, gave way to electric street railways after less than half a century.

The first sections of this document discuss the horse-powered services that provided local passenger transportation in and around Boston on fixed routes and schedules before the twentieth century. So far, I have not found comprehensive reliable information about short-distance coach or omnibus routes centered on Massachusetts cities other than Boston. However, the later sections of the main body of the text provide histories of all horse railroad companies and routes throughout the state for which information was found. Appendices discuss intercity and regional stagecoach routes, stages serving primarily as feeders to railroads, and the early railroads themselves. A final appendix concludes this history by describing segments of former horsecar lines that survive as bus routes.

As in my other books and manuscripts, the emphasis is on routes, schedules, and fares, as well as the dates when the services ran, rather than on details about vehicles or what propelled them. My colleague, William Lieberman, has summarized information about these other aspects in the Introduction that follows this Preface.

By its nature, the material in this document is quite detailed and not designed for continuous perusal. It is expected that most readers will focus on one geographical area or period in time in order to home in on the information of most interest to them. My objective has been to provide a reference source that will be of value to researchers, historians, and transportation enthusiasts.

Thomas J. Humphrey
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CHAPTER 1

INTRODUCTION: THE CONTEXT OF HORSE-DRAWN TRANSIT IN MASSACHUSETTS

By William Lieberman

The Earliest Public Transit

Public transit, at its most basic, is the movement of passengers from one location to another in vehicles that operate on a fixed route and schedule, generally for a fee. It is a relatively recent phenomenon, though not without its ancient precedents. The earliest examples were no doubt ferry services in which people were conveyed in small boats across rivers and lakes separating one settled area from another. Water transport was more easily mastered by humans than was overland transport. The latter was dependent on decent roads that could accommodate not just walkers and pack animals but also wagons designed for the transport of passengers and goods. While such roads eventually emerged in several ancient empires, there is scant evidence of public transport ever using them. The discovery of a Roman bas relief depicting a coach-like vehicle hints that perhaps some intercity public transportation did operate on the road system of ancient Rome.

Toward the end of the eighteenth century, two trends coincided to stimulate overland public transportation: improvements in road construction and increased demand for suburban and intercity travel. The vehicle that emerged to accommodate that demand was the coach. This was a boxy type of carriage with an enclosed compartment having side windows and doors. The word *coach*, incidentally, is derived from the Hungarian city of Kocs, in which this carriage first became popular. Coaches were originally utilized as private conveyances for the wealthy and ceremonial carriages for royalty, but eventually they were deployed throughout England and mainland Europe for the transport of passengers and mail between towns. Where distances were long, coaches stopped at fixed points along the route for a change of horses, each pair of points delineating a *stage*. Thus, the *stagecoach* was born. It is difficult for us today to realize the important role stagecoaches played in those early years. They provided the *only* public accommodation for those needing to travel to inland areas before the advent of railroads in the early nineteenth century.

Philadelphia, New York, and Boston were among the first North American cities with sufficient demand to warrant the use of this new mode of transportation. Stage services to Boston were attempted as early as 1718, but it wasn't until the 1760s and '70s that reliable operations emerged. By 1825, *Badger & Porter's Stage Register* listed 68 lines serving Boston, with 317 stages in and out of the city each week; New England as a whole was served by 125 lines. Stage coaches typically terminated at a tavern or inn situated at a central location in the communities they served. In Boston, that central location was the vicinity of Faneuil Hall and today's Government Center. It was not uncommon for the proprietor of a tavern or inn to operate the stagecoach line that terminated there.

Stage operation flourished after the 1790s partly because of the inception of turnpikes. These were roads that were privately financed, built, and operated to bring profit (through user tolls) to their shareholders. In reality, very few became profitable, and most were eventually turned over

to the various municipalities as “free” roads. Nonetheless, turnpikes provided a decent surface on which coaches and other horse-drawn traffic could operate.

If early accounts can be relied upon, it took a few years for America’s first stage lines to actually use coaches. John Stavers’ line between Portsmouth and Boston, begun in 1761, was said to use a *curricule* or *stage-chair* (probably a *chaise*). These terms were used for light, two-wheeled carriages suitable for accommodating just one or two passengers in addition to the driver. This would hardly seem to have been a cost-effective means of mass transit and was soon swapped out for a larger conveyance. Vehicles then emerged in the U.S. and England that were collectively called *stage-wagons*. One version consisted of small covered wagons equipped with backless transverse benches running across the body. Another version looked superficially like a stagecoach but without doors; passengers boarded and alighted from a single opening at the front, behind the driver.

When coaches eventually were employed, their original boxy design became modified to something more elegant. By the early 1800s, oval, egg-shaped bodies appeared. While perhaps more esthetic, this design was not as practical, since the sloping roof could accommodate neither passengers nor baggage. As a result, oval coaches were succeeded in the 1830s by the more advanced *Concord coach*. Built in Concord, New Hampshire by a firm eventually called Abbot-Downing, the Concord coach retained the rounded bottom of the oval coach but returned to a flat top design that could be adapted to the carriage of passengers or baggage. Among its other improvements was an enhanced suspension system using strips of leather (“thoroughbraces”) to suspend the body. The Concord coach, in several variants, soon became the American standard. Hundreds more were shipped to stage operators overseas.

As detailed in Chapter 2 and Appendix A, stagecoach routes proliferated in Massachusetts during the late eighteenth and early nineteenth centuries, particularly those services emanating from Boston. While improvements in comfort and convenience progressed over the years, the experience of riding in a stagecoach must have been an ordeal for most passengers. First, there was the process of booking a seat on a coach (or on connecting coaches, as well), which generally had to be done in advance at a location served by the coach. Then there were the accommodations in the vehicle itself. Once passengers filled the three forward-facing and three backward-facing seats, a removable “mid-seat” was often placed in the area between the two seats. This provided space for up to three more forward-facing passengers, taking away leg room from the other six passengers. Certain coaches, as mentioned, also accommodated additional passengers in seats on the roof, and passengers could also sit next to the driver of the coach. Stagecoaches lacked interior illumination, resulting in the inability for passengers to read or even see their travel mates at night.

Stagecoach speeds averaged only five or six miles an hour. Mail stages were often faster, but some routes featured “accommodation stages” that served smaller towns along the route; these were slower but provided needed access to local communities. It was not uncommon for a departure to be scheduled at 5:00 AM in order to reach a destination during daylight hours. Longer trips required one or more scheduled overnight stopovers at inns along the way. A coach might arrive at such an inn at 9:00 PM, only to be on its way again at 3:00 the next morning, despite the dark roads. Night operation was not unheard of, however. A coach was customarily equipped with a lantern on each side, but these were insufficient to light the roadway and were used only to warn others on the road of its approach. It was the horses themselves that permitted

night operation. Horses used in each stage of a trip (generally 15 to 20 miles in length) learned their route quickly, helping to keep the coach safely on the road.

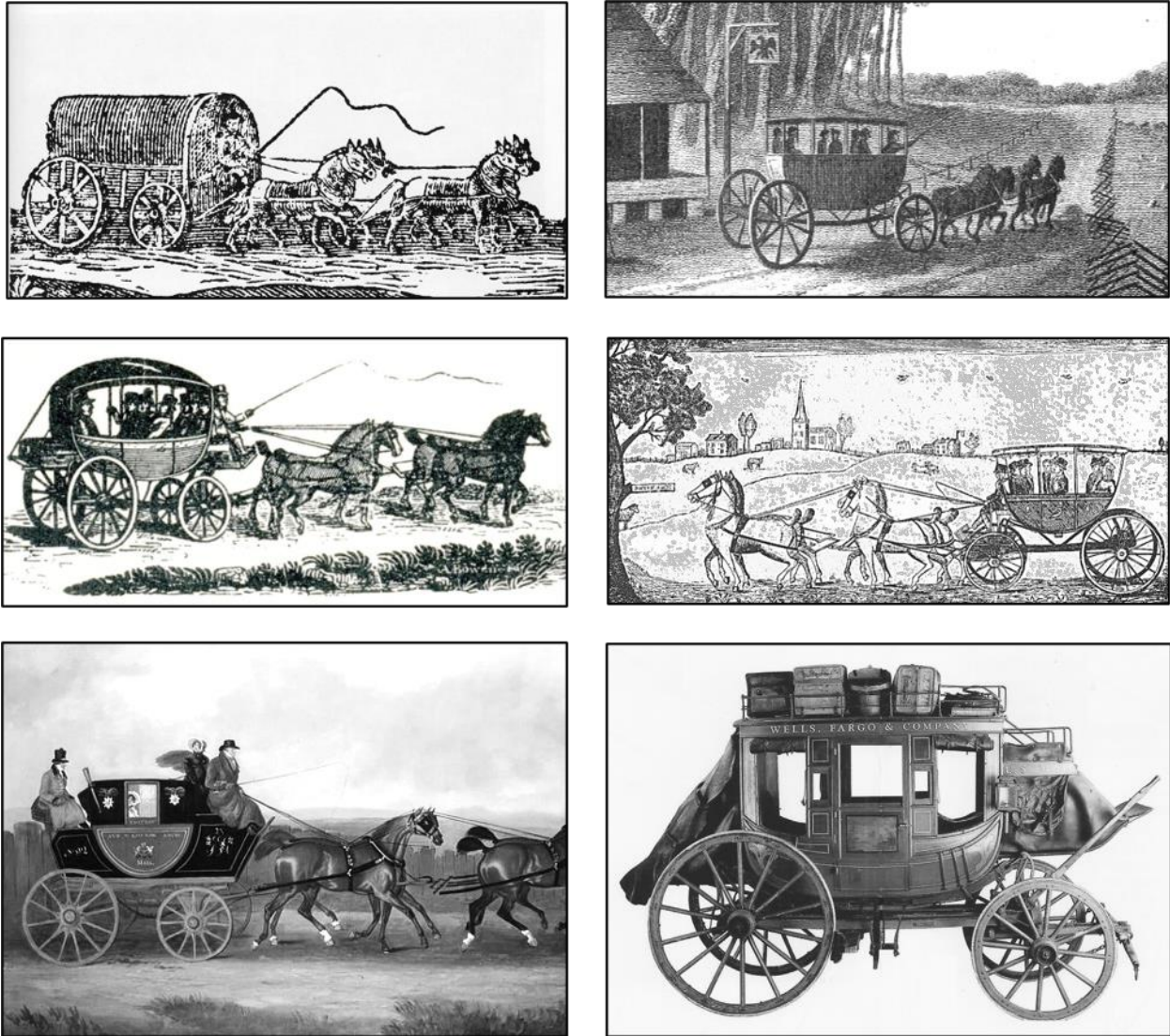


Figure 1. Evolution of the Stagecoach

Changes in the design of stagecoaches over time are illustrated above. TOP LEFT: Covered wagon type stage-wagon used between New York and Philadelphia in the 1760s. TOP RIGHT: Coach-like stage-wagon from the late 1700s. MIDDLE LEFT: Oval-shaped stagecoach was stylish but unable to carry passengers or baggage on its roof. MIDDLE RIGHT: Boston, Plymouth and Sandwich Mail Stage in 1810. BOTTOM LEFT: English mail coach, circa 1800. BOTTOM RIGHT: The classic Concord coach produced between 1827 and 1899; thousands were used throughout the United States and around the world. [Source: Wells Fargo History Museum]

By 1825, the 210-mile trip from Boston to Burlington, Vermont took three days, with two overnight stops en route. Actual time spent on the road averaged 14 hours a day, including short intermediate stops to change horses and let passengers refresh themselves as best they could. The fare for this trip was \$11.25 (equivalent in buying power to about \$340 as of this writing). As service advanced, even longer trips were possible by changing from one stagecoach line to another. An extreme example was the 657-mile journey from Boston to Cleveland, Ohio; in the mid-1820s, it took nine days! Nonetheless, riders endured these experiences because they were generally the only choice they had.

It's little wonder that by 1850, steam railroads had supplanted many of the stagecoach lines in the eastern U.S. (see Appendix B for details on local rail startups). Trains were faster, cheaper, and more comfortable. However, a few coaches continued to operate in New England, connecting railroad stations to outlying communities (as documented in Appendix C). In contrast, the need for stagecoaches increased in the American West, spurred on by the Gold Rush, westward migration, and the dearth of railroad lines west of the Mississippi.

Local Coaches and Omnibuses—The First Urban Transit

At first, the stagecoaches described above served only intercity routes (many of which connected a city with nearby communities that we now consider suburbs of that city). True urban public transit—the movement of passengers *within* a city—was unknown. In fact, it was unneeded throughout most of history, because cities and towns evolved to accommodate walking and rarely exceeded a half-mile in radius from their centers. Even today, one-quarter to one-half mile is used as a guideline for the maximum comfortable walking distance from homes to transit stations.

The very first land-based urban transit service on record was initiated in 1662 on the streets of Paris by the mathematician Blaise Pascal and a few of his associates. Paris at that time had a half million residents and was becoming too large for comfortable walking. As detailed in Wikipedia (*Carrosses à Cinq Sols*), Pascal's service used heavy coaches known as *carrosses* on a regular route at a fixed rate of fare. Eventually five routes were operated, some as frequently as every 7 ½ minutes. The system functioned for a few years but then faded from history due to fare increases and restrictive regulations. In spite of its utility, nothing like it emerged for another century and a half.

The spark that ignited intra-urban transit was the Industrial Revolution of the late eighteenth and early nineteenth centuries. Newly mechanized industries required large numbers of workers, who streamed into the city from the countryside. As the populations of cities expanded, their size did, as well. Since the practical height of a residential building at the time was no more than four or five stories, it was easier for cities to spread outward than upward. Cities soon burst beyond their half-mile walking radii, creating the demand for urban transport for middle class residents without access to private horses or carriages. (The working class, due to economic considerations, still largely walked and therefore lived as close to places of employment as possible.)

Eventually, in large cities like London and Paris, entrepreneurs began to operate coaches hourly on routes within city limits. This trend soon spread to newer locations like New York and Boston. By the mid-1820s, a mode emerged that was more suited to internal city travel. This new mode was called the *omnibus*, a name often attributed to one of the early services on the west coast of France. As related by John Anderson Miller in his 1960 book, *Fares, Please!*:

...a retired French officer named Baudry...ran a coach between Nantes and some baths he owned in the neighboring town of Richebourg...one day when he was passing a store kept by a man named Omnes, he noticed a sign over the doorway reading “Omnes Omnibus,” or “Omnes for all.” This so tickled Baudry’s fancy that he immediately renamed his vehicle “l’Omnibus,” and the word was soon adopted by the operators of other local coaches.

The omnibus, sometimes called a horse bus, was generally similar in structure to a stagecoach, but it incorporated several adaptations to accommodate the greater frequency of passenger stops inherent in city operation. Among these was a single door at the rear of the passenger compartment, instead of a door on each side. This door entered upon a central aisle running the length of the compartment, flanked by two longitudinal bench seats. The longitudinal seats allowed passengers to face the center aisle, giving them easy access to the door. This arrangement facilitated the high levels of passenger boarding and alighting that characterize urban transit. Omnibuses generally sat five to eight people on each side of the aisle, but those designed as hotel shuttles were often long enough to seat twice that number. Overseas, omnibuses often featured open-air seats on the roof, similar to stage coaches; in the U.S., this practice was restricted to very few locations.

Each omnibus was typically pulled by two horses, though some large omnibuses required three or four. Like a stagecoach, the coachman’s seat was perched on the roof, at the front of the vehicle. Operators often employed a conductor to stand outside on a little step near the rear door. The conductor would open and close the door, receive fares from passengers, and signal the driver when to start and stop. To save money, small operators soon learned that they could dispense with the conductor by rigging a strap from the driver’s leg down to the door. A tug on the leg alerted the driver that someone had opened the door, and if it were inadvertently left open, the driver could close it with a simple kick of his leg! Passengers passed their fares to the driver through a small hole or window in the roof of the vehicle.

Since snow was customarily left on streets in winter, omnibus operators often purchased sleighs to use as back-up. Alternatively, some operators removed the wheels of a conventional omnibus and replaced them with runners, called *bobs*, which allowed those vehicles to continue to operate with snow on the ground. Operation on runners could last for weeks at a time.

The omnibus provided residents the convenience of avoiding long walks in their growing cities, though in many cases, it was a mixed blessing. Consider this description of travel in a British omnibus of that era from Michael Higgs’ internet article, *The Victorian Horse-Drawn Omnibus*:

For the Victorian middle classes living in towns and cities, the preferred method of transport to commute to work or to go shopping was the omnibus (or ‘bus for short). Inside, there was usually room for five people on each side, and there was straw on the floor to keep the passengers’ feet warm and dry. But this quickly got wet and dirty, and it also harbored fleas. Although the seats were covered in blue velvet, they were definitely not luxurious. The omnibuses were notoriously stuffy and poorly ventilated inside, with no air except when the door was opened.

Inside the omnibus, passengers were tightly wedged in and there was a painful jolt every time the vehicle stopped. Sitting so close together made omnibuses a magnet for pickpockets and there was also a very serious risk of catching an infectious disease.



Figure 2. The Omnibus in New York and London

TOP LEFT: Two omnibuses pass on Broadway in New York City around 1880. TOP RIGHT: Restored double deck London omnibus from the 1890s. This was a “garden seat” omnibus, with transverse seats on the upper deck and conventional longitudinal seats in the lower section. BOTTOM LEFT: *The Bayswater Omnibus*, painted in 1895 by George W. Joy, depicts a genteel scene inside a London omnibus. [Source: *Museum of London*] BOTTOM RIGHT: A very different mood is captured in *Interior of a Bus* (1890), by Charles S. Keene. It shows working people being asked to make room for a woman wishing to board a London omnibus. [Source: *Yale Center for British Art*]

Many of the early omnibus operations were one-man affairs, with the owner serving as coachman. Rival omnibuses often raced recklessly with each other to pick up prospective passengers, and fare disputes between passengers and coachmen were common. Eventually, organized companies emerged, and some municipalities passed regulations to tame the industry. In other cities, the omnibus was looked upon as a dangerous and tawdry necessity.

Before it had omnibuses, Boston had “hourly stages.” The first operations with that name appeared in 1826 and ‘27, using conventional stagecoaches to connect nearby places like Roxbury, Charlestown, and South Boston with “Boston Proper,” the old heart of the city. Some of these lines could only loosely be classified as “hourly,” since they operated just two or three trips a day, but they covered relatively short distances and were the forerunners of true urban transit. By the 1830s, omnibuses physically resembling those described earlier were being substituted for stagecoaches on Boston’s streets.

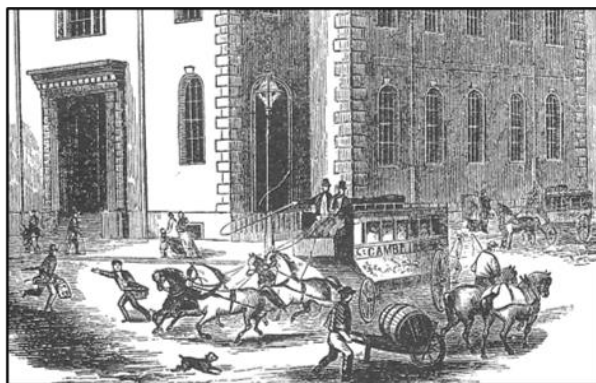
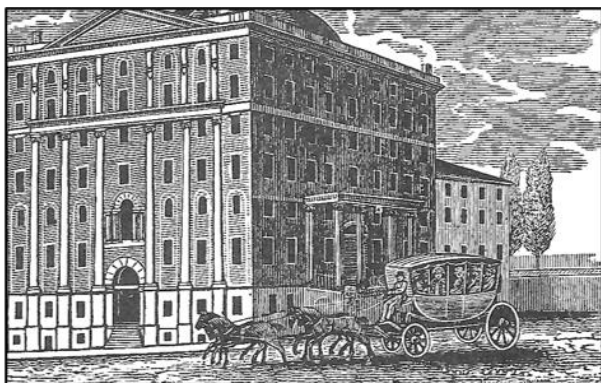


Figure 3. Boston's Hourly Coaches and Omnibuses

TOP LEFT: "Hourly coach" was the term applied to stagecoaches offering several departures a day between Boston Proper and nearby communities like Cambridge and Roxbury during the mid-1820s and early '30s. In this scene, an hourly coach on Congress Street passes the Exchange Coffee House, said to be the largest building in Boston when it was constructed in 1808. TOP RIGHT: A Boston omnibus on Brattle Street, at the Brattle Street Church in 1854. Many omnibus and stage lines had terminals in the area of Brattle Street, since it was in the heart of the old downtown. Nearby inns allowed passengers to wait for their coach in comfort or spend the night to break up a long journey. BOTTOM LEFT: An omnibus operating on the Citizens Line in downtown Boston in the 1880s. BOTTOM RIGHT: Omnibus from the same line shown with removable "bobs" to allow it to operate when streets were covered with snow. Note the single rear door that was characteristic of the omnibus.

It should be noted that during the nineteenth century, the terms *coach*, *stage*, *omnibus*, *tally ho*, and even *barge* were often used interchangeably, regardless of the type of vehicle employed in a particular service. Moreover, many services considered intercity then would be thought of as intra-urban now, because the areas they connected have since become swallowed up by the central city. Even into the 1880s, stretches of open countryside separated Boston from its peripheral neighbors. In contrast, omnibuses in large metropolitan areas like London and New York typically operated entirely in city street environments. Eventually, many of Boston's omnibus lines did as well, while elsewhere in Massachusetts, the coach and omnibus retained a suburban or intercity character.

Publications from 1849 list 28 distinct omnibus routes serving Boston, plus two local stage routes. Two years later, Horace King, who operated one of the area's largest omnibus companies—with five lines, 46 omnibuses, and 220 horses—retired and put his operation up for sale. By 1852, his successors were running 554 trips a day on six lines. Of these, 240 trips were on a single route serving the Norfolk House in Roxbury; fares of 5 cents to 6 ½ cents were typical. While these examples illustrate the busiest undertakings, with other lines offering far lower levels of service, they highlight the magnitude of omnibus operations in Boston. Omnibuses had become indispensable for local mobility.

The Advent of the Horse Railroad

Early in human history, it was realized that a heavy load could more easily be pushed or pulled along a smooth surface than an uneven one. Unfortunately, until the nineteenth century, smooth roadway surfaces were few and far between. However, at least 400 years ago an innovation was developed in Europe for hauling heavy loads like coal and ore out of mines; that innovation was the railroad. The parallel rails of a railroad track provide a smooth-running surface for cars designed to operate on it, allowing heavier loads to be transported more expeditiously.

Early railways used horses to pull cars along the track. By the early nineteenth century, however, experiments with primitive steam locomotives revealed their potential to provide faster and more powerful hauling power for a train of cars. By the 1830s, the few railroads then in existence switched over from horses to steam as a superior method of propulsion. Nevertheless, there was still one situation in which horse railroads had an edge: the transport of passengers in city streets. Steam locomotives were obtrusive in urban street environments, and their great motive power really wasn't needed to haul just a single car behind them. Thus, the horse-drawn street railroad emerged in the first half of the nineteenth century.

The earliest example of such a railroad was described by Thomas J. Humphrey in an unpublished manuscript:

Many historical accounts identify the New York and Harlem (NY&H) Railroad as the world's first street railroad, while others contend that the NY&H was merely a railroad that happened to run in the middle of a street. In either case, the NY&H was chartered by the New York state legislature in April 1831, with authority to build a railroad from 23rd Street in Manhattan north to the Harlem River. Motive power was to be animals, steam, or other mechanical devices. The main purpose was to transport passengers between the business districts of the city and what were then country estates in Harlem, but extensions farther into the countryside were envisioned. The charter required the NY&H to locate its line somewhere between the bounds of Third Avenue and Eighth Avenue. With development already limiting the possibility of obtaining a private right-of-way, the company chose to build its line in the middle of Fourth Avenue (later renamed Park Avenue). In 1832, the legislature further authorized the NY&H to extend its tracks over additional streets, subject to approval of city officials. This resulted in the initial southern terminal being changed from 23rd Street farther south to Prince Street. The first segment of less than one mile, from Prince Street to 14th Street, opened in November 1832. Thereafter, the line was extended north in several increments, finally reaching Harlem in October 1837. Service until then consisted of horse-drawn single cars. With the completion of the line to Harlem, cars were still horse-drawn as far north as 26th Street, where they were assembled into trains pulled by steam locomotives the rest of the way.

The NY&H had many stops in Manhattan in both the horse-powered and steam-powered segments, and it was possible for passengers to take local trips entirely within either segment as well as between the two. However, this did not inspire construction of additional passenger railroads in city streets either in New York or elsewhere for a number of years. The greatest impediment to street railroad adoption was the method of track construction that resulted in the rails protruding above the surface of the roadway to provide clearance for the wheel flanges. This blocked other vehicles from using the middle of the road and interfered with cross traffic.

The track problem was solved with the development of grooved or *girder* rail, which included a U-shaped projection on the inner edge of the railhead to accommodate the wheel flanges. This allowed the running surface of the rails to be set flush with the adjacent street surface. This type of rail, credited to Alphonse Loubat of Paris, was first adopted in the United States by the Sixth Avenue Railroad, which opened a 3.75-mile line in New York City in August 1852. This line was so successful that it quickly spurred construction of other lines not only in New York but also in other major cities. Boston's first horsecar lines were initiated in the mid-1850s, ten to thirty years before some cities adopted the mode.

The superiority of the horse railroad over the omnibus became obvious at once, both to passengers and to operators. Passengers appreciated the smooth ride of horsecars, which were larger than omnibuses and incorporated more comforts, like stoves in winter. Operators liked the greater capacity of horsecars, which allowed them to transport more people (and collect more fares), still with the same two crewmen that the larger omnibus companies employed on their vehicles.

There were challenges, however. An omnibus could be owned and operated by a single

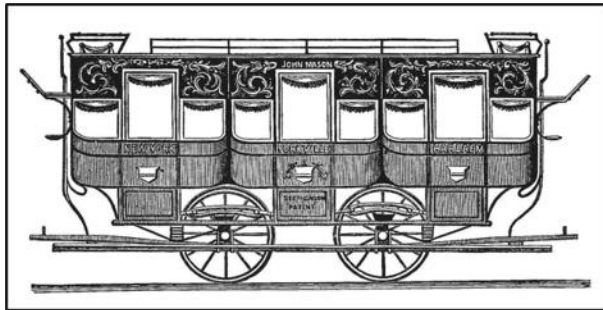


Figure 4. The First Horsecar

In 1832, what was in effect the world's first horse-drawn street railway—the initial segment of the New York & Harlem Railroad—used cars resembling three stagecoach bodies spliced together on a railcar chassis. They were built by the John Stephenson Company. As they left the urban confines of New York City, the horses would be detached, and several of these cars would be coupled to a steam locomotive for the remainder of the trip.

individual who had only to purchase a vehicle and horses. A street railroad was a giant step up from that, requiring engineers to design and oversee the construction of tracks laid in city streets, the acquisition of significantly more vehicles and horses than most omnibus operators required, and investors to finance the enterprise. As a result, horse railroads entailed greater capital and business acumen than small omnibus proprietors could muster.

It was just a matter of time before the omnibus succumbed. Luckier operators sold out to the horse railroads, which sometimes bought them to eliminate any competition. In the process, the horse railroads were able to acquire large numbers of horses, as well as the omnibus sleighs needed when winter snow made horsecar operation difficult. By the time of the American Civil War, most omnibus lines

were surrendering to the competition of horsecars. Boston's very last omnibus service lasted until 1889.

Regarding the horsecars themselves, the earliest, used on the New York & Harlem Railroad, were little more than three stagecoach bodies mounted end-to-end on a railroad chassis. This design soon evolved to resemble a scaled-down rectangular railroad passenger car 16 to 20 feet long, with an open platform at each end. Inside, a central aisle was bordered either by longitudinal benches or transverse seats; the backs of the latter could usually be reversed so that the car could change direction at the end of the line without the need to construct a loop track at

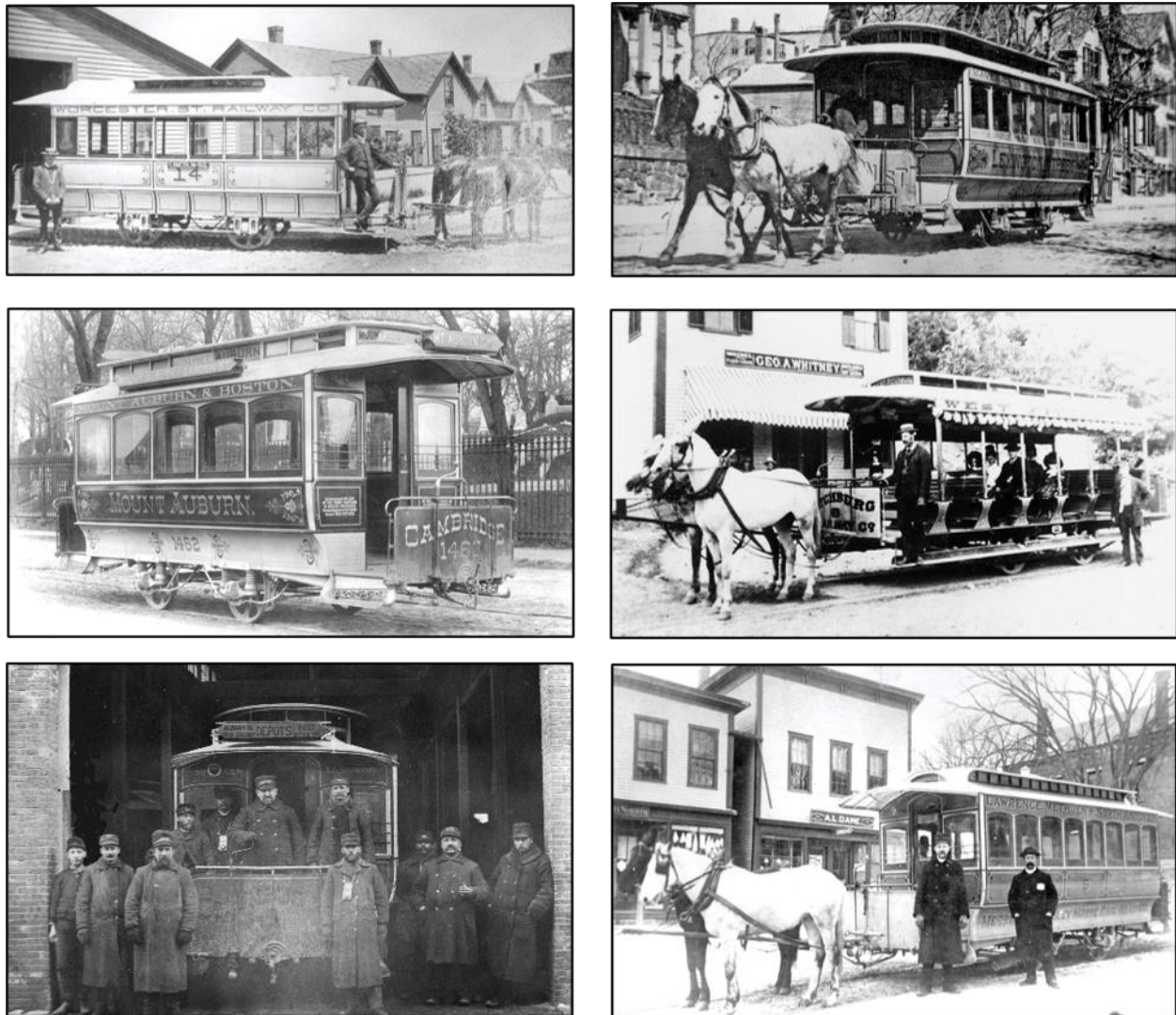


Figure 5. Some Massachusetts Horsecars

TOP LEFT: Worcester Street Railway car No. 14 at one of the company's car barns. TOP RIGHT: Two horses trot with a West End Street Railway horsecar in tow on Lexington Street in East Boston. MIDDLE LEFT: Cambridge Railroad car No. 1462, with horses detached, at the terminal at Mount Auburn Cemetery. This car exemplified state-of-the-art horsecar design in the 1880s. MIDDLE RIGHT: Open cars were popular during the summer; this one was operated by the Fitchburg Street Railway in the late 1880s. BOTTOM LEFT: Horsecar crewmen pose with car No. 528 of Boston's West End Street Railway at the company's Northampton Street Carhouse sometime after 1887. The men's heavy jackets were a necessity in winter, since horsecars had no windshields. BOTTOM RIGHT: Two-man crew beside a Merrimack Valley Horse Railroad car in Methuen.

each terminal. The ceilings of most cars included a *clerestory*--a raised section lined with narrow windows. This device allowed for more light and ventilation. One type of horsecar that proved popular in Boston and other cities was the open car. This rail vehicle without side walls was employed during summer months. It had a running board along each side of the car, enabling passengers to access long transverse benches the width of the vehicle. Open cars provided a comfortable ride before the advent of air conditioning, though operators had to maintain two fleets of vehicles, open cars for the summer and closed cars for the rest of the year.

It should be noted that while horsecars in Boston and most northern U.S. communities used horses as their motive power, some systems, particularly those operating in warmer climates, preferred mules. Mules had better strength and endurance than horses, and they were easier to train. For these reasons, they were also favored by many Western stagecoach lines.

Boston's horsecar system began as its steam railroads had, with many different companies chartered to serve different parts of the metropolitan area. By 1886, consolidations resulted in five principal horse railroad companies. In 1887, a new company called the West End Street Railway purchased most of them and created Boston's first unified transit system. At its peak, the West End operated over 200 routes with more than 1700 horsecars (counting both summer and winter cars), requiring almost 8500 horses.

The Demise of Horse-Drawn Transit

Omnibus and horse railroad operators were responsible for the care of the horses they were dependent on, which could comprise hundreds of animals. This care involved not only housing and feeding them, but keeping them healthy, discarding their waste, carting off the bodies of deceased animals, and acquiring new horses to replace them. Horses were also subject to disease, which became all too obvious during the Great Epizootic of 1872. During that event, which impacted horses in much of the U.S. and Canada, horses became too sick to work, and local transportation ground to a halt. The Epizootic (in this case a form of influenza) lasted only a few weeks after it struck a particular area, and most horses survived. However, it offered a vivid reminder of humanity's dependence on the horse. The Epizootic was one factor that helped spur the search for alternative forms of motive power. Another was the increased mechanization of contemporary society; horsepower was beginning to seem outdated.

As the railroads had discovered decades earlier, mechanized transport was not without challenges, but its advantages now outweighed its drawbacks. Steam, cable, compressed air, and other forms of propulsion were evaluated on street railways, with various degrees of success. The breakthrough, however, came with electricity. Advances in harnessing electricity for locomotion gave street railway operators their best hope as a new method of motive power. By the late 1880s, the electric streetcar (or *trolley*) was reliable enough to begin replacing horse-powered street railways. Boston was quick to jump on the bandwagon, with the West End Street Railway opening its first electric line in 1889. The process of converting Massachusetts' horse railroad operations was relatively quick, with most communities enjoying electric trolley service by 1895. Typically, the horsecars themselves were fitted with motors and trolley poles to operate the first electric services. Rails generally had to be replaced, however, since lightweight horsecar rails were not robust enough for the heavier electric cars. Ironically, Boston was one of the last cities in the Commonwealth to completely abandon horsecars. Two routes remaining in the city's Back Bay neighborhood were not eliminated until December 24, 1900. The very last route to operate in Massachusetts was in Wareham in mid-1901. (Appendix D lists portions of the old horse railroads that are replicated by modern bus routes.)

As to the predecessors of the horsecars—the stagecoaches and omnibuses—a few lingered on as shuttles operating between railroad stations and hotels in the countryside. By the end of World War I, even those shuttles disappeared as motor buses became more dependable. The era of horse-drawn public transportation was soon forgotten, and many details about stagecoach, omnibus, and horsecar operations were lost. However, careful examination of archives and private collections has been able to shed new light on them. The pages that follow chronicle the evolution of these early modes of public transportation in Massachusetts.



Figure 6. Omnibus and Horsecar at the Maverick House

The Maverick House was a substantial masonry hotel located at Maverick Square in East Boston. In this view, circa 1870, an omnibus has paused at the corner near Henry Street, while a horsecar waits across the street near the park. The Maverick House was established in 1834; the building pictured here was constructed in 1857 and originally named the Sturtevant House. The reason for the staged photograph, with hotel staff and guests posing in (and outside) the windows, has been lost in obscurity. With high magnification, the omnibus appears to carry the markings, *Boston & Winthrop*. If so, this would be the operation of Elijah and Leonard Tewksbury of Winthrop, part of a succession of operators that began in the late 1840s (described in Figure 10). The horsecar near the park has a roof sign reading *Providence R.R.*, indicating that it was the Metropolitan Railroad's line that used the South Ferry to access downtown Boston and the Providence Railroad station at Park Square.

CHAPTER 2

MASSACHUSETTS STAGE SERVICE BEFORE 1800

Early Attempts at Commercial Stage Transportation

Before there could be coach transportation of any kind there had to be roads that were at least minimally passable by wheeled vehicles. Even if such roads existed, scheduled coach service could succeed only if there was sufficient demand for travel between points on a route by travelers willing to pay enough to give the operators a reasonable profit.

The first commercial stagecoach route of any kind in New England seems to have been one advertised in Boston newspapers in April 1718 as commencing May 13, to run “once a fortnight” between Boston and Rhode Island (probably Newport). Whether this route actually started, and if so, how long it lasted, is not clear, as the ads soon disappeared and no news stories about it have been found.

The next attempt at a similar stage route was advertised to begin on April 19, 1720, and to continue for six months, with a coach leaving Boston once every two weeks at 5:00 AM on Tuesday for the Bristol Ferry in Rhode Island. Arrival at the ferry was expected to be at noon on Wednesday. On the other side of the ferry, another coach was to continue to Newport. Arrival in Boston was to be on Friday nights. The fare was 25 shillings per person, with a charge of 3 cents per pound for baggage of over 14 pounds. The ferry was established at least as early as 1669.

The fate of this coach route, like that of the 1718 attempt, is not clear. The second trip was advertised for May 10, three weeks rather than two after the first one, and then there were no more ads for it.

Seventeen years later, in June 1737, Alexander Thorp and Isaac Casno advertised that they were starting a weekly line of stages between Boston and Newport, using two coaches. One was to be based on Aquidneck Island, running between Newport and the island-side Bristol ferry terminal, and the other between Boston and the mainland terminal. Service was to begin on July 5, with departures from Boston every Tuesday and from Newport every Thursday, with arrival back in Boston every Friday. The fare each way was 30 shillings at the time of booking and an additional 30 shillings before boarding, with a charge of six pence per pound for baggage in excess of 14 pounds per passenger. Once again, however, this service does not seem to have lasted much longer than the ads that announced it.

The first long-lasting stage route from Boston began in April 1761 as a weekly service to and from Portsmouth, New Hampshire. It was initially run with “a large stage-chair with two good horses well equipped.” Departures from Portsmouth were on Mondays, with overnight lodging at Ipswich the first night and arrival at the Charlestown Ferry, which crossed the Charles River to Boston, on Tuesday night. The return trips left Charlestown on Thursday mornings with arrival in Portsmouth the next day. The fare was 13 shillings and 6 pence each way, and passengers were not required to book round-trips.

A larger four-horse coach with capacity for six passengers inside was added in 1762. Except for an interruption during the American Revolution years, stagecoach service between Boston and Portsmouth continued in one form or another at least until completion of the railroad between those cities in 1840. More information about this route appears in Appendix B.

A weekly stage route between Boston and Providence, Rhode Island was established in 1767, and was successful enough that within a few years there were competing lines. The first stage route between Boston and New York City, via Hartford, was started in 1772. The ads announcing it compared the coaches to be used to those on the routes from Boston to Portsmouth and Providence, suggesting that these were the only ones Bostonians would have been familiar with then.

The only other Boston stage routes for which ads have been found from before the Revolution were a twice-weekly one from Concord, Massachusetts started in 1773, a weekly one from Newburyport started in 1774, and a thrice-weekly one from Salem started in 1776. The latter two overlapped the inner portions of the Portsmouth route.

Given the lack of suitable roads and probable lack of demand, few new stage routes were established between the end of the Revolution and the beginning of the nineteenth century. In 1793, the West Boston Bridge across the Charles River was completed, providing the first direct travel route between Boston Proper and Cambridge. A stage route between the two cities was soon established and was the first short-distance Boston stage route.

At that time, a destination of Cambridge would have meant the area around Harvard Square. From the West Boston Bridge, the coach would have followed the present Main Street and Massachusetts Avenue.

A newspaper ad dated April 28, 1799, offered for sale the four horses and two coaches of the Dedham Line of stages, but did not say how long the line had been running and at what frequency. At about 10 miles, it would have been longer than the Cambridge route but still much shorter than the other routes in operation then.

Until the Norfolk and Bristol Turnpike (now Washington Street) opened in 1806, the main route of travel between Boston and Dedham was the Middle Post Road. In Roxbury and West Roxbury, most of this route survives today as Centre Street. In Dedham, two disconnected segments are now part of Lower E Street and East Street.

Salem Stage Advertising 1776 to 1785

The stagecoach service most frequently advertised in Boston newspapers in the last quarter of the eighteenth century was that between Salem and Boston. There were few routes that a stage could have taken at that time. Based on the lists of roads in almanacs from the 1770s and names of old roads on present-day maps, the most likely route was as follows:

Starting from downtown Salem, the route would have followed Essex Street to Boston Street into Peabody, which was then part of Danvers. From there, the route through Peabody would have been Main, Washington, and Lynn Streets into Lynn, then Broadway to Boston Street, which carried it to the border of present-day Saugus, which was then also part of Lynn. The route through Saugus was Lincoln Avenue, to the border of present-day Revere, which was then part of Chelsea. There the road became Salem Street through a small corner of Revere and into Malden. Salem Street in Malden ends at Main Street.

Until 1775, a coach could have turned south on Main Street through Malden and Everett (then also part of Malden) to Broadway and Alford Street and the Penny Ferry across the Mystic River near the present line of the Alford Street Bridge. However, during the Revolution, the British destroyed the ferry house on the Malden side, as well as the ferry itself. The ferry had never been very lucrative for its operators, so it was never restored. The first bridge across the river at this location was opened in 1787.

To reach Boston without the Penny Ferry, a stage would have continued west from Malden Center on Pleasant Street (interrupted until recently by Malden City Hall) to Medford, where the name changes back to Salem Street. From the center of Medford, the route turned southeast through Somerville (then still part of Charlestown) to present-day Sullivan Square, near the south end of where the Penny Ferry had been. Main Street in Charlestown would have carried the stage to the Charles River Ferry to Boston. This ferry was replaced with a toll bridge in 1786.

An alternate route to Boston used by some stages from Salem diverged from the route described above near the border of Revere and Malden and followed Lynn Street, Washington Avenue, Hawthorne Street, Park Street, and Winnisimmet Street to the Winnisimmet Ferry to Boston. Although it was several miles shorter than the route through Medford, this route had less intermediate traffic potential, and the long ferry crossing could be difficult in bad weather conditions.

A much shorter route between Salem and Boston became available in 1803, with the opening of the Salem Turnpike between Salem and Chelsea and the Chelsea Bridge across the Mystic River to Charlestown. The route of the Turnpike was mostly that of present-day state Route 107, which is Highland Avenue in Salem, Western Avenue in Lynn, and Broadway in Saugus, Revere, and Chelsea. The Chelsea Bridge was near the present Mystic-Tobin Bridge, and Chelsea Street completed the route through Charlestown to Main Street and the Charles River Bridge.

A sampling of advertising for stage coaches between Salem and Boston in the 1770s and 1780s follows:

On May 16, 1776, Ebenezer Warner advertised that he drove a stagecoach between Salem and the Charlestown Ferry. He set out from Salem every Monday, Wednesday, and Friday, and returned either the same day or the next “as may suit the passengers.”

On August 9, 1779, John Hovey advertised that he had furnished himself with a new stagecoach and four horses at Salem. He intended to set off from David Ropes’ Tavern there between 8:00 and 9:00 AM Mondays, Wednesdays, and Fridays, putting up at Mr. Trumbull’s at the Charlestown Ferry and returning to Salem on Tuesdays, Thursdays, and Saturdays.

On June 1, 1782, Ezra Burrill advertised that he ran a stagecoach from Boston to Salem, leaving from Mr. Trumbull’s in Charlestown every Tuesday, Thursday, and Saturday, at 2:00 in the afternoon.

The stages advertised in 1776 and 1779 may have been short-lived, and local historians seem to have overlooked them. For example, in *The Annals of Salem: From Its First Settlement*, by Joseph B. Felt, published in 1827, an entry for April 4, 1782, says that an ad published by Burrill that day “appears to be first regular stage coach set up here to run on so short a route. There had been a coach to convey passengers from Boston through this town to Portsmouth.”

On April 8, 1784, Burrill advertised that starting April 19, he would be running a stage between Salem and Boston daily except Sunday. He planned to start from his house in Paved Street, Salem at 7:30 AM and to leave from Boston (location unspecified) at 4:00 PM. The price was 7s. 6d. one way, or 12s. for a same-day round-trip.

On December 7, 1784, Thomas Newhall advertised that starting on the 13th he would be running a new stage line between Salem and Charlestown “to go one day and return the next.”

Ezra Burrill responded the next day with an ad announcing that he was altering the operation of his Salem stage service. One coach would set out from Salem for Charlestown on Monday,

returning the next day. A second coach would set out from Boston on Monday via the Winnisimmet Ferry, returning the next day. Each coach would continue through the week running its route on alternate days in each direction. When the Winnisimmet Ferry was closed, both stages were to run via Charlestown.

On January 31, 1785, Burrill advertised the same service as above, with added amenities. He had procured spare horses to be kept at Mr. Newhall's tavern in Lynn, to be exchanged as needed for "weary" ones. Daily except Sunday, dinner was to be provided to passengers at Mr. Bradshaw's in Medford (though this was possible only on the Charlestown routing). On the Boston side of the ferries, a carriage was to be available to transport passengers and their bundles to their respective lodgings, for the price of one shilling.

Information about Salem stage service between 1785 and 1798 has not been located. An entry in *The Diary of William Bentley: 1793-02*, noted the death on June 15, 1796, of Ezra Burrill, adding "he has driven the stage between Salem and Boston ever since its establishment." The inscription on Burrill's tombstone in Salem said he was born in Lynn May 10, 1746. At least as late as 1812, a stage line between Salem and Boston was still called Burrill's.

The 1798 Boston Directory Stage List

The earliest publication found by this author with what claimed to be a list of all stage lines from Boston was the 1798 edition of John West's *Boston Directory*. A general description of Boston in this work includes the statement "the number of different stages that run through the week from this town is upwards of twenty; eight years ago there were only three." This statement was repeated from the 1796 *Boston Directory*, which had no list. The three routes were not specified, but probably included routes to Portsmouth and Providence.

The list in the 1798 directory included 26 stage routes, most of which also appeared on the list in the 1804 *Massachusetts Register*, discussed below. To avoid repetition, routes on both lists are noted in the 1804 summary.

CHAPTER 3

BOSTON LOCAL STAGE SERVICE 1800 TO 1824

Boston in 1800

When discussing nineteenth century Boston stage routes, it is useful to keep in mind that the Boston of 1800 was much smaller in land area than the Boston of the twentieth and twenty-first centuries. Brighton, Charlestown, Dorchester, and Roxbury, now all neighborhoods of Boston, were independent towns until after the Civil War. West Roxbury was part of Roxbury.

Boston in 1800 extended only as far west as the present line of Charles Street. Beyond Charles Street were tidal flats of the Charles River, which also formed the north side of Boston and separated it from Charlestown. Boston Harbor bordered the city on the east, but much of the shoreline was farther inland than it is today.

East Boston was part of Boston but consisted of a cluster of islands that were almost uninhabited in 1800. Significant development there did not begin until the 1830s.

Until 1804, South Boston was part of Dorchester and was known as Dorchester Neck. When it was annexed to Boston, it was practically undeveloped. The only roads were on the lines of the present-day Dorchester Street east of Dorchester Avenue and Broadway from the end of Dorchester Street toward South Boston Point. The natural land of South Boston ended between the present lines of West First and West Second Streets west of Dorchester Street, and was just north of East First Street from Dorchester Street east.

In conjunction with the annexation of South Boston to Boston, a connecting road was built from Washington Street along the present lines of East Berkeley and West Fourth Streets, with a privately owned toll bridge (South Boston Bridge) across South Bay.

Just south of the intersection of Washington and East Berkeley Streets, the land on either side of Washington Street narrowed to just slightly wider than the road, then gradually widened out again as it reached Dedham Street. This area, known as Boston Neck, was the only approach to Boston that did not require crossing water by bridge or ferry. The land widened out further into a pear-shaped area of Boston called the Neck Lands, which ended at the border between Boston and Roxbury on Washington Street, about at the present Newcomb Street.

After annexing South Boston in 1804, Boston did not make any major annexations of all or part of another municipality during the stagecoach era. Boston was incorporated as a city in 1822.

Charlestown lost most of its land area in 1842, when Somerville was split off as a separate town.

West Roxbury separated from Roxbury as a separate town in 1851, and it annexed part of Dedham the next year. The Washington Village neighborhood of Dorchester (the area around the present Andrew Square) was annexed to Boston in 1855.

Major annexations by Boston began with that of Roxbury effective January 1, 1868. The new town of Hyde Park was incorporated on April 22, 1868 from parts of Dorchester, Milton, and Dedham. Boston annexed Dorchester effective January 1, 1870.

Charlestown, West Roxbury, and Brighton were all annexed to Boston effective January 5, 1874. Brighton did not adjoin Boston directly, so to connect them a narrow section of Brookline

along the present line of Commonwealth Avenue was annexed to Boston in May 1874. These were the last major Boston annexations until that of Hyde Park, effective January 1, 1912.

The 1804 Massachusetts Register Stage List

As noted above, information about stage routes in the 1700s was based mostly on newspaper ads for individual routes. The earliest publication found in research for this work containing a comprehensive listing of Boston stage routes prior to 1800 was the 1798 *Boston Directory*. The *Massachusetts Register*, an annual publication issued starting in the 1790s, first included a list of stages in its 1803 edition, published in late 1802. However, the earliest edition with a stage list available for this study is that of 1804. It includes 28 routes from Boston, though some with multiple stops may have been counted more than once, and some routes that existed by then may have been overlooked. The discussion of routes in the 1804 *Register* was completed before the 1798 *Directory* was located. Rather than adding an entirely new section on the 1798 list, the 1804 section has been revised to indicate similarities with and differences from the 1798 list.

Of the 28 routes listed in the 1804 *Register*, the ones of most relevance to the main body of this work are those starting from towns at most about 16 miles from Boston, and from which a one-day round-trip to Boston was feasible and would have allowed enough time to transact some business there. Some other towns within the same distance range were intermediate stops on longer routes. Unless otherwise indicated, all of the routes from the 1804 list discussed below ran to and from King's Inn at Market Square in Boston. (Market Square, the area adjacent to Faneuil Hall and the Town Dock, was considered Boston's "downtown" at the time.)

The shortest route on the 1798 and 1804 lists was one to Cambridge, presumably the Harvard Square area, a distance of about 3.5 miles. In both years, stages left Boston daily except Sunday at noon and 6:00 PM. Trips from Cambridge arrived in Boston at 10:00 AM and 3:00 PM. In 1798, the Boston starting point was the Old State House.

In 1798 and 1804, a Roxbury and Brookline stage route was listed as having the same arrival and departure hours as the Cambridge route. The path taken would have been essentially the present Washington Street from near the Old State House to Nubian (Dudley) Square, then the present Malcolm X Boulevard, Roxbury and Tremont Streets, Huntington Avenue, and Washington Street to Brookline Village. The total route length would have been about five miles.

Farther to the west of Boston in both years was a Watertown route, probably following the Cambridge route to its end and continuing over Brattle and Mount Auburn Streets. This route had one round-trip daily except Sunday. Boston departure was at 5:00 PM, and Boston arrival at 10:00 AM. In 1798, it left from the Old State House. The length of this route would have been about 7.7 miles.

A Dorchester and Milton route also had one round-trip daily except Sunday, with Boston arrival at 10:00 AM (9:00 AM in 1798) and departure at 4:00 PM. In 1798, the Boston terminal was Major Forbes's Tavern (which was apparently located at the aforementioned Market Square near Faneuil Hall). At the start of the nineteenth century, the main route between Boston and Milton (using present street names) followed Washington Street from downtown Boston to Dudley Square. From Dudley south, there were two choices. The upper road followed Warren and Washington Streets to Adams Street just north of the bridge over the Neponset River into Milton. The lower road followed Dudley Street, Columbia Road, Hancock and Bowdoin Streets to Adams Street, which it followed the rest of the way to the Milton Bridge. The total route length was about seven miles. The Dorchester Turnpike (now Dorchester Avenue) later provided

another alternate route to the Milton Bridge, but this turnpike was not chartered until March 1805 and not opened until sometime after that.

To the southeast of Boston, in 1798 and 1804, a stage route from Quincy had the typical 10:00 AM Boston arrival and 4:00 PM departure, but service was run only on Tuesday, Thursday, and Saturday. Until the completion of the Neponset Bridge, Hancock Street in Quincy, and Neponset Avenue in Dorchester in 1803, the main route of travel by land between Quincy and Boston was the present Adams Street from Quincy through Milton to the Milton Bridge, and one of the two routes from there to Boston described above.

The new part of the route via the Neponset Bridge ended at the intersection of Neponset Avenue with the Milton Lower Road (Adams Street) in Dorchester, about one third of a mile south of where the Dorchester Turnpike later crossed. Depending on the alignment followed, the distance of a coach route from Boston to Quincy was 10 to 12 miles.

In the same alignment-dependent distance range as Quincy in 1798 and 1804, there was a Dedham route, with one round-trip daily except Sunday. Departure from King's Inn was at 4:00 PM, with arrival there at 10:00 AM.

The upper distance range of interest included three separate stage listings for Salem, presumably taking advantage of the new Turnpike after it opened in September 1803. The lengths of these routes would have been about 15 miles. In 1798, a Salem Mail Stage arrived at King's Tavern daily except Sunday at 11:00 AM and departed at 3:00 PM. A rival line had the same arrival and departure times but ran to and from Major Forbes's. The third line ran to and from Mr. Wm. Marean's in Dock Square (near Faneuil Hall) with a 7:00 AM Boston departure and a 6:00 PM arrival.

In 1804, the earliest Salem trip arrived at Oliver C. Wyman's Coffee House on State Street daily except Sunday at 10:00 AM and left at 3:00 PM. Another stage arrived at King's Inn daily except Sunday at 11:00 AM and left at 3:00 PM. The third stage left Wyman's daily except Sunday at 8:00 AM and arrived at Salem at 11:00. It left Salem at 3:00 PM and was due back in Boston at 6:00 PM.

From Marblehead in 1798 and 1804, a stage arrived at King's Inn daily except Sunday at 11:00 AM and departed at 3:00 PM. Marblehead was never directly on a turnpike, and being on a peninsula, it was not an intermediate stop on a longer route. After the Salem Turnpike opened, a Marblehead stage probably accessed it via old roads through Swampscott and Lynn. (Until 1852, Swampscott was part of Lynn.) The length of this route was about 16 miles.

A stage from Randolph shown in 1804 but not 1798 arrived in Boston at 10:00 AM Tuesday and Saturday and left at 3:00 PM the same days. This stage would originally have had to follow some combination of old local roads at its outer end. The Blue Hill Turnpike (now Randolph Avenue in Milton and North Main Street in Randolph) was completed in 1805. At the northern end, about one quarter-mile of Adams Street connected this turnpike with the Milton Bridge and the various roads from there to Boston. The route length would have been about 15 miles.

From Canton, in 1798 and 1804, a stage arrived at King's Inn on Tuesday, Thursday, and Saturday at 9:00 AM and departed at 3:00 PM the same days. This preceded by several years the construction of the Brush Hill Turnpike (now Blue Hill Avenue) from Roxbury to Milton near the border of Canton. Like the Randolph stage, a Canton stage would originally have had to travel over old local roads at the outer end. The route length was about 16 miles.

The only short-distance route listed in 1798 but not in 1804 ran between Medford and Boston. It reappeared on an 1805 list, as discussed below.

The 1805 and 1807 Boston Directory Stage Lists

After the 1804 edition, the *Massachusetts Register* included stage listings again only intermittently until the 1820s. The next available source found was again the *Boston Directory*, by then published annually in June.

The 1805 *Directory* showed a few changes compared with the 1804 *Register*. King's Inn was no longer listed as a stage terminal but may have been operating under a different name. The Cambridge stage and the Roxbury and Brookline stage were running from the Old State House with no schedule changes. The Dorchester and Milton stage had moved to Patterson's Inn on Elm Street, with the Boston arrival changed to 9:00 AM from 10:00. (Elm Street was a short thoroughfare that no longer exists, having been obliterated by the Government Center redevelopment of the 1960s; it led to Market Square, already mentioned as the terminus of several stage lines.)

The Dedham stage was running from Bradley's Inn on Brattle Street (also close to Market Square).

The Quincy, Randolph, and Canton stage lines were running from Daggett's Inn at Market Square, which may have been the successor to King's. The Marblehead stage was also running from Daggett's, with arrival time changed to 11:00 AM and departure time to 4:00 PM.

Only one Salem stage was listed. It was identified as a mail stage, arriving at Daggett's daily except Sunday at 11:00 AM and leaving at 3:00 PM.

The Watertown stage was running from Patterson's Inn on Elm Street. This was also the terminal for a stage line from Medford, with Boston arrival at 9:00 AM and departure at noon. The Medford route was about five miles long. The 1798 list had included a Medford stage arriving at Silas Clark's Tavern on Wing's Lane (an older name for Elm Street) daily except Sunday at 8:00 AM and departing at noon, but it was not on the 1804 list. Medford stages most likely ran via Main Street through Charlestown between Boston and Sullivan Square. From there to Medford, there was a choice of two routes through what is now Somerville: the Medford Turnpike (now Mystic Avenue) or the present Broadway and Main Streets. The Turnpike opened about 1805, but even by the early 1830s it ran mostly across marshes next to the Mystic River, with very little development along the way.

There were no other new listings for stage routes of 15 miles or less in 1805.

Stage information in the 1807 edition of the *Boston Directory* showed mostly minor changes compared with the 1805 edition. The Boston terminal for the Dedham route was listed as Clark's Inn, located on Brattle Square, a former street obliterated by today's Government Center. The arrival time of the Dorchester and Milton stage was changed back to 10:00 AM.

There was a new listing for a Newton and Needham stage. It arrived at Daggett's at 10:00 AM on Monday, Wednesday, Thursday, and Saturday, and left at 4:00 PM on the same days. The route was not specified. It was also not specified what part of Needham the coach ran to, and the town then included what is now Wellesley. Based on the distribution of the population then, a stage to the Wellesley villages seems more probable than one to the present villages of Needham.

On the Quincy route, a round-trip was added on Mondays, with the same arrival and departure times as on Tuesday, Thursday, and Saturday.

Salem was again shown as having three stage routes. Cross's stage ran from Clark's Tavern daily except Sunday, with Boston arrival at 9:00 AM and departure at 4:00 PM. Burrill's stage ran on the same schedule as Cross's but from Daggett's. The three-hour stage with Boston departure at 8:00 AM and arrival at 6:00 PM also ran from Daggett's.

The 1811 and 1812 Low's Almanac Stage Lists

The next available source found for stage information was Nathaneal Low's Almanac for the year 1811 (published in 1810).

On the Cambridge and Roxbury/Brookline routes, frequency and departure times were the same as in 1804 through 1807, but the terminal had moved to "Calvin Day's Intelligence Office, north side of Old State House."

The Dorchester and Milton route and a Watertown route via Roxbury ran from Patterson's at Elm Street, both departing at 4:00 PM except on Sundays. The Quincy route departure point had changed to Boyden's Inn at Market Square (apparently a new name for Daggett's), with departures at 4:00 PM on Monday, Tuesday, Thursday, and Saturday. The Dedham route terminal was still Clark's at Brattle Square.

Added information for the route to Newton and Needham was that it ran via Cambridge and Watertown. The coach still departed Boston at 4:00 PM on Monday, Wednesday, Thursday, and Saturday, from Boyden's.

The Boston departures of the Canton stage were still at 3:00 PM, but the Tuesday trip had changed to Monday, and the departure point was Boyden's. The Randolph stage left Boyden's on the same schedule as in 1804.

The Marblehead stage departure time, from Boyden's, was still at 4:00 PM, as in the 1807 *Boston Directory*. Salem still had three stages. One left from Boyden's at 8:00 AM. Burrill's stage and Manning's stage both left from Clark's at Brattle Square at 3:00 PM.

The 1812 edition of Low's Almanac had mostly the same information. The Dorchester and Milton route was described only as a Dorchester route. There was added information that the Medford coach arrived in Boston at 9:00 AM (as in 1805), the Marblehead coach at 10:00 AM, and the Newton/Needham coach at 10:00 AM. The Boston departure times of all three Salem stages were one hour later than in the 1811 edition, and the 4:00 PM Burrill's trip ran from Boyden's instead of Clark's.

The Watertown route via Roxbury was not listed.

The Canton departure time was changed to 4:00 PM, Monday, Tuesday, Thursday, and Saturday. No Randolph stage was listed.

The 1814 Massachusetts Register Stage List

The *Massachusetts Register* includes stage listings again in the 1814 edition, published in 1813. It shows only a few changes compared with Low's 1812 Almanac. On the Canton route, departures are only on Tuesday and Saturday, at 4:00 PM. A Milton stage is listed with the same schedule and departure point as the Dorchester stage and may again be an extension of that line. The departure times of the Roxbury stage are unchanged, but it is not shown as continuing to Brookline. The departure times of the two afternoon Salem stages are changed back to 3:00 PM.

The 1816 Boston Directory Stage List

After the 1814 *Massachusetts Register*, the next list of Boston stages available at this writing is a partial copy of a list in the 1816 edition of the *Boston Directory*, probably issued at mid-year.

The 1816 list shows that there are still two trips a day between Boston and Cambridge, but the Boston departure point is changed to No. 1 Dock Square instead of the Old State House. One departure is still at noon, but the 6:00 PM departure is changed to 5:00. The 1816 list adds the information that Boston arrivals are at 9:30 AM and 3:30 PM.

The 1816 list still shows the Canton stage leaving Dock Square at 3:00 PM on Tuesday and Thursday, and it adds the information that Boston arrivals are at 10:00 AM on the same days.

The 1816 list still shows the Dedham stage leaving Clark's daily except Sunday at 4:00 PM and adds the information that Boston arrivals are at 10:00 AM.

The 1816 list still shows the Dorchester and Milton stage leaving Patterson's on Elm Street daily except Sunday, but at 5:00 PM instead of 4:00. The 1816 list adds the information that Boston arrivals are at 10:00 AM.

The 1816 list has a new entry for a Hingham stage, leaving from 1 Dock Square Monday, Thursday, and Saturday at 3:00 PM. Boston arrivals are at 10:00 AM on the same days. Previously, Hingham had been an intermediate stop on a stage route between Boston and Plymouth that was in operation by 1798.

The Hingham and Quincy Turnpike became part of the main stage route between Boston, Hingham, and points farther south when it opened in November 1812. The route is now Washington Street in Quincy, Bridge Street in Weymouth, and Beal Street in Hingham. Previously stages had used the old Coast Road, which included the present line of Commercial Street in Braintree and Weymouth and Fort Hill Street in Hingham.

The 1816 list still shows Medford departures from Boston daily except Sunday, but changed to 1:00 PM from noon; however, on Wednesday and Saturday, the 1:00 PM departure is changed back to noon and there is a second departure at 6:00 PM. Boston arrivals are at 9:00 AM daily except Sunday, with an added 3:00 PM arrival on Wednesday and Saturday.

The 1816 list shows the Newton/Needham (Wellesley) stage via Watertown leaving 1 Dock Square at 4:00 PM Monday, Wednesday, and Saturday. Previous listings showed there was also a Thursday departure. In 1816, Boston arrivals are at 11:00 AM on the same days as departures. Previous listings showed arrivals at 10:00 AM.

An incomplete entry for the Quincy stage in 1816 indicates that it still runs on Monday, Tuesday, Thursday, and Saturday, but the Boston departure time is changed to 3:00 PM from 4:00. Boston arrival time is still 10:00 AM.

The available part of the 1816 stage list does not include an entry for the Roxbury stage.

The 1816 list shows the departure point of the Marblehead stage changed from Boyden's to 1 Dock Square. Departures are still daily except Sunday at 4:00 PM. Added information is that Boston arrivals are at 10:00 AM.

The 1816 list still shows three competing stage lines between Boston and Salem, but with some schedule changes. All trips still run daily except Sunday. The line shown in 1814 as having a 9:00 AM departure from Boyden's is shown in 1816 as having departures at 9:00 AM and 5:00 PM from 1 Dock Square, with Boston arrivals at 10:00 AM and 6:00 PM. The line shown in 1814 as having a 3:00 PM departure from Clark's is shown in 1816 with a 4:00 PM departure

instead. Boston arrival time on this route is 9:00 AM. The stage shown in 1814 as leaving from Boyden's at 3:00 PM is replaced in 1816 with a 4:00 PM departure from Wilde's, continuing beyond Salem to Beverly. Boston arrival time on this route is 10:00 AM.

The 1816 list does not include an entry for a Watertown stage other than the one continuing to Newton and Needham (Wellesley).

The 1820 Massachusetts Register Stage List

After the 1816 *Boston Directory*, the next stage listing found is in the 1820 edition of the *Massachusetts Register*, issued at the end of 1819.

By then, the Cambridge route was again running from Boyden's. Service frequency and Boston departure times are the same as in 1816, but Boston arrival times are shown as 5:00 AM (possibly a typesetting error) and 3:00 PM.

Service on the Dorchester and Milton route in 1820 is unchanged from 1816.

The Dedham stage is running from Barnard's daily except Wednesday and Sunday, with Boston departures still at 4:00 PM and arrivals at 10:00 AM.

Information for the Quincy stage is mostly the same in 1820 as in 1816, but Boston departure time is changed back to 4:00 PM from 3:00 PM.

Boston departure time on the Hingham route is also changed to 4:00 PM from 3:00 PM, but Boston arrival time is still 10:00 AM.

In 1820, the Canton stage is shown as running from Davenport's at Dock Square. Operating days are changed to Tuesday and Saturday from Tuesday and Thursday. Boston arrivals are still at 10:00 AM and Boston departures are still at 3:00 PM.

Information for the Medford coach is the same in 1820 as in 1816, except that the earlier Boston departure on Wednesday and Saturday is at 12:30 PM instead of noon.

The 1820 list shows the same service for the Newton and Needham stage as in 1816, except that the Boston departure point is Barnard's. However, in addition to the service on Monday, Wednesday, and Friday via Cambridge and Watertown, on Tuesday, Thursday, and Saturday there is service to Newton and Needham via Roxbury and Brighton. This would take it through Brookline. From Brookline Village the route would follow the present Washington Street through Brighton Center and on to Newton Corner. Via either route, Boston departures are at 4:00 PM and arrivals at 10:00 AM, rather than at 11:00 AM as in 1816.

There are no listings in 1820 for stages to Roxbury, Brookline, or Watertown, other than those continuing to Newton and Needham (Wellesley).

Information for the Marblehead stage is the same in 1820 as in 1816, except that the Boston departure point is identified as Davenport's. Added information is that the 4:00 PM departure is changed to 5:00 PM in the summer.

There are four listings for Salem stages in 1820. A Salem and Gloucester stage leaves from Pettes and Hamilton's on Elm Street daily at 11:00 AM and arrives there at noon. A Salem mail stage arrives at Hammond's on Brattle Street, except Sunday, at 11:00 AM and 6:00 PM and leaves there at 9:00 AM and 4:00 PM. A Salem evening stage arrives at Hammond's, except Sunday, at 9:00 AM and leaves at 5:00 PM. A Salem and Beverly stage arrives at Hammond's, except Sunday, at 11:00 AM and leaves at 4:00 PM.

The 1823 Boston Directory Stage List

An edition of Frost and Stimpson's *Boston Directory*, published in July 1823, included a stage list with greater detail about some routes than had appeared in most of the publications cited above.

The Cambridge route was shown as running from the Eagle Tavern on Tremont Street, with daily arrivals at 9:00 AM and 2:30 PM and departures at noon and 6:00 PM.

The Dorchester and Milton stage ran from Wilds & Hosmer's on Elm Street, (apparently a successor to Patterson's) with daily except Sunday arrival at 10:00 AM and departure at 4:00 PM in winter and 5:00 PM in summer.

The Dedham stage ran from Barnard's (at 9 Elm Street) with daily except Sunday arrivals at 9:00 AM and departures at 4:00 PM. The routing was via Jamaica Plains (the standard spelling of Jamaica Plain then). This may have included operation over Centre Street south of Dudley Square.

The Quincy stage also still ran from Barnard's (via Dorchester), but only on Monday, Thursday, and Saturday, with 9:00 AM arrivals and 4:00 PM departures. This was the same terminal and schedule as the Hingham stage.

The Medford Coach ran from Wilds & Hosmer's with the same schedule as in the 1820 *Massachusetts Register*.

There was no listing for a Newton and Needham stage line, but a much longer accommodation (local stops) route to Mendon via Brighton, Needham (Wellesley), Sherburne, and Milford would have passed through Newton and would have followed the present State Route 16 for most of the way beyond West Newton. This stage left from Shepherd's on Bromfield Lane on Tuesday, Thursday, and Saturday at 1:00 PM, and arrived in Boston at noon on Monday, Wednesday, and Friday. Between Boston and Brighton, the route may have run through Roxbury and Brookline, for which no shorter routes were listed.

Roxbury was listed as being on the route of a Canton stage via Dorchester and Milton, which ran to and from Barnard's on Tuesday, Thursday, and Saturday. Arrival was at 9:00 AM and departure at 3:30 PM. Listings found for a Canton stage from earlier years did not include any details about the routing. A routing via Roxbury, Dorchester, and Milton most likely used the Brush Hill Turnpike.

There was a Waltham and Watertown stage from Wild's and Hosmer's, arriving daily except Sunday at 9:00 AM and departing at 4:30 PM.

There was no listing for a Marblehead stage route. Listings for Salem service were mostly combined under one heading, but they may not all have been part of the same operation. The Boston terminal was Boyden's city tavern. Daily except Sunday, departures were at 9:00 and 11:00 AM and at 2:30, 4:30, 5:30, and 6:30 PM. Boston arrivals were hourly from 8:00 AM to noon and at 5:00 PM. A separate Salem and Lynn stage arrived at Wild's and Hosmer's daily except Sunday at 8:30 AM and left at 4:30 PM.

CHAPTER 4

BOSTON LOCAL STAGE SERVICE 1825 TO 1829

The 1825 Massachusetts Register Stage List

In the 1825 edition of the *Massachusetts Register* (published in 1824), much of the information in the stage list was the same as that in the 1823 *City Directory*.

The Boston terminal for the Cambridge route was relocated again, to Farnsworth & Brigham's at 22 Hanover Street. The 2:30 PM arrival was changed to 3:00 PM, but other times were unchanged.

The Dorchester and Milton stage was not listed. The premises at 9 Elm Street had changed from Barnard's to Riley's. The Dedham, Canton, and Quincy stages all still arrived and departed there at the same times as in 1823, except that the Quincy stage had Tuesday service again and the Canton departure had changed from 3:30 to 3:00 PM.

The Medford stage was shown as running daily with an 8:00 AM arrival and 1:00 PM departure at W. & Hosmer's. The Waltham stage also still ran from this terminal, but with times changed slightly to 10:00 AM arrival and 4:00 PM departure. Watertown was presumably still a stop on this route, although not specified.

A new addition to service at W. & Hosmer's, slightly longer than the ten-mile category, was a Lynn Accommodation (implying many intermediate stops). It had a weekday arrival at 9:00 AM and departure at 4:00 PM. This may have been the same as a Salem and Lynn coach from the same terminal that also appeared that year.

The terminal for the Mendon route had shifted to Boyden's City Tavern, with no change in arrival or departure times. Intermediate towns were not specified.

Badger & Porter's Stage Register September 1825 and May 1826

In July 1825, Willard Badger and Royal L. Porter began publishing the *American Traveller*, a Boston Newspaper. At the same time, they began issuing a supplement called the *Stage Register* every two months. It contained the most detailed information they could obtain about the routes, terminals, schedules, fares, and operators of all stagecoach routes and some steamboat routes then in operation in New England and New York State. Publication continued until mid-1838, and other guidebook publishers often cited it as their source of information. Unfortunately, very few copies survive today in accessible form. For simplicity, Badger & Porter's *Stage Register* is cited below as BPSR, followed by the month and year.

The first issue of BPSR did not yet have information for all the stage routes in the intended coverage area. The second one, dated September 1, 1825 (BPSR 0925), is more useful for reference. It shows the following changes or additional information in short-distance stage service from Boston compared with listings in other publications discussed above. Unless otherwise noted, the May 1826 edition (BPSR 0526) had no significant changes from BPSR 0925.

A Dorchester and Milton stage is shown, running from Wildes & Hosmer's. (Earlier publications had used the spelling Wilds.) Milton departures are daily except Sunday at 8:00 AM, with Boston arrival at 9:30. The Boston departure time is 4:00 PM, with Milton arrival at 5:30.

The route is described as through Roxbury and Dorchester via Eaton's Tavern. The length is seven miles and the fare is 37½ cents. A. & J. Dunsmore are the proprietors.

Eaton's Tavern, also known as Capt. Eaton's, was near the corner of the present Bowdoin and Adams Streets in Dorchester. The route from there to downtown Boston via Roxbury would have been via the present Bowdoin and Hancock Streets, Columbia Road, and Dudley Street to Dudley Square, then Washington Street for the rest of the way.

BPSR 0925 shows the Canton coach departure location as the Stone Factory. (This was a textile mill located near the point where Neponset Avenue now crosses under the Canton Viaduct.) The coach leaves there at 6:00 AM Monday, Tuesday, Thursday, and Saturday, and leaves Riley's in Boston on the same days at 4:00 PM. The running time is 2½ hours each way for the 16-mile trip. The routing is via Milton, Dorchester, and Roxbury, including the Brush Hill Turnpike (Blue Hill Avenue). The fare is 75 cents. Friend Crane and Ozias Gillet in Canton are the proprietors in 1825. (By May 1827 only Gillet is listed.)

A connecting coach leaves the Sharon Meeting House for Canton at 5:15 AM on Tuesday and Saturday, arriving back in Sharon at 7:30 PM. The through fare to Boston is \$1.00.

For the Dedham route, BPSR 0925 adds the information that the route is 10 miles long (soon corrected to 12 miles), with a trip time of 90 minutes. The fare from Boston to Dedham is 50 cents. (By May 1827, BPSR also shows a 25-cent fare to Jamaica Plain.) Eliphalet F. Mason in Dedham is the proprietor.

BPSR 0925 shows the Quincy route running daily except Sunday, with a length of 12 miles (soon corrected to 10), a trip time of 90 minutes, and a fare of 50 cents. The routing is via Dorchester and Roxbury. Departures are at 7:00 AM from Quincy and 4:00 PM from Boston. William Seaver and Simon Gillett in Quincy are the proprietors.

The Waltham and Medford routes are both listed in BPSR 0925 as mail stages. This does not mean that passengers were no longer carried but that the routes had been designated as official carriers of the U.S. Mail.

In BPSR 0925, Joseph Wyman, Jr. is shown as proprietor of the Medford Mail Stage. In addition to daily-except-Sunday departures at 8:00 AM from the Medford post office and at 12:30 PM from Wildes & Hosmer's on Wednesday and Saturday, there are departures at 2:00 PM from Medford and 6:00 PM from Boston. The route length is five miles, via Charlestown, and the fare is 37½ cents.

In BPSR 0925 Leonard Smith and Marshall Bemis are the Waltham and Watertown Mail Stage proprietors, and the Waltham terminal is Leonard Smith's tavern. Fares from Boston are 44 cents to Watertown and 50 cents to Waltham. The travel time between Boston and Waltham (10 miles) is two hours.

The Lynn coach that had first appeared in the 1825 *Massachusetts Register* is not in BPSR 0925. However, Lynn has frequent coach service by the route between Boston and Salem. Salem departures are daily, except Sunday, at 6:00, 7:00, 8:00, and 9:30 AM, and at 2:00 and 4:00 PM. Boston departures are at 9:00 and 11:30 AM and 3:00, 4:00, and 6:00 PM. The distance from Salem to Boston is 15 miles, the travel time is two hours, and the through fare is \$1.00. The route also passes through Charlestown and Chelsea. William Manning is the proprietor of this route and some other North Shore stage routes.

BPSR 0925 shows that for Brighton, Needham, and Newton passengers, on Monday, Wednesday, and Friday, a coach originating in Uxbridge via Mendon, on a local route discussed

in more detail in Appendix A, makes a return trip from Wildes & Hosmer's at 4:00 PM, ending at Needham at 6:00 PM. On Tuesday, Thursday, and Saturday, the coach starts from Needham for Boston at 6:00 AM. BPSR 0526 shows fares from Boston as 37½ cents to Brighton (5 miles), 62½ cents to Lower Falls (10 miles) and \$2.00 to Needham (12 miles) on trips to Uxbridge. However, the alternate-day Needham short trips are not listed.

In BPSR 0925, the south side of Newton has an accommodation stage starting from Upper Falls at 7:00 AM Monday, Wednesday, and Saturday, and from the Marlboro' Hotel in Boston at 3:30 PM the same days. The distance is 10 miles via Brookline and Roxbury, but other routing details are not provided. The trip time is shown as two hours inbound and 2½ hours outbound. The fare is 62½ cents. The proprietors are listed as McIntosh & Bridges at Upper Falls, changed to McIntosh and Royal by May 1826.

In BPSR 0925, the Hingham stage runs to Riley's except Friday and Sunday, with the Boston arrival at 8:30 AM and departure at 4:00 PM. (By May 1827, Friday service was also added.) The route length is 15 miles, through Weymouth, Quincy, and Dorchester, and the trip time is 2½ hours. The fare is 75 cents. The Hingham terminal is Wilder's Hotel, and Abiel Wilder is the stage proprietor.

Another stage leaves Thayer's Tavern in Weymouth Monday and Saturday at 7:00 AM, with an 8:30 arrival and 4:00 PM departure at Doolittle's in Boston. This 12-mile route runs via Braintree, Quincy, and Dorchester. The fare is 62½ cents. A. Thayer & Company in Weymouth are the proprietors. Thayer's Tavern was near Weymouth Landing on the old road to Hingham that had been bypassed by the Hingham and Quincy Turnpike. This stage route is not shown in BPSR 0526, but a similar one with a different proprietor appears by BPSR 0527.

Northwest of Boston in BPSR 0925, on Monday, Wednesday, and Saturday, a stage leaves Eli Robbins' tavern in Lexington at 7:00 AM for Wildes & Hosmer's with return departure at 4:00 PM. The distance is 10 miles and the fare is 50 cents. Jonas Muzzey in Lexington is the proprietor.

The Beginning of Hourly Coach Service

In late 1825 or early 1826, in New York, Philadelphia, and Boston, there was a sudden proliferation of coach routes covering much shorter distances and providing much more frequent service than had been characteristic of stage routes before that time. The September 1825 BPSR does not show any such routes in Boston, but the May 1826 edition shows one. This is identified simply as Roxbury Stage Coach.

Departures on this route are daily except Sunday every two hours from 8:00 AM to 6:00 PM from the Town House in Roxbury and every two hours from 9:00 AM to 7:00 PM from the Marlboro' Hotel in Boston. The fare is 12½ cents. The proprietors are not identified. At that time, this route would have had to follow Washington Street for most of the way in both Roxbury and Boston. Tremont Street between Roxbury and Boston was not completed until the early 1830s. The Marlboro' Hotel was located at 229 Washington Street just west of Bromfield Street. It was a terminal for several stage routes.

Later in 1826, the Roxbury route and newer short-distance routes began to be called Hourly Coaches, though not all had service as frequent as every hour.

What prompted the sudden appearance of Hourly Coaches at this time is not clear, but if the first one proved profitable it probably inspired others. Some accounts credit the establishment of

omnibus service in Paris, France in 1819 as the inspiration. (The earlier omnibus line, described in the Introduction, that started in Paris in 1662 lasted for only a short time.)

BPSR and the almanacs and other annual publications that included information about stagecoach routes and schedules did not describe the vehicles used on these routes. However, for at least the first five years of Hourly Coach service in Boston, there seems to have been little distinction between the coaches used on short local routes and those used for intercity trips. These would typically have had two or three crosswise benches inside, each seating three passengers. Earlier models described in the Introduction required passengers to enter and exit at the front and climb over passengers already seated to reach benches farther back.

The Concord Coach, introduced in 1827, had the door at the center of each side. This was still not very convenient on routes with frequent stops for passengers boarding and alighting, and such coaches still provided inadequate capacity for growing demand. Vehicles more suited to urban service did not appear until the early 1830s.

The 1827 Massachusetts Register and May 1827 Badger & Porter's Stage Lists

The stage listings in the 1827 edition of the *Massachusetts Register*, published at the end of 1826, probably rely on information from Badger & Porter. Listings for five Hourly Coach routes appears at the end of the other coach listings, suggesting that the information was received too late to be integrated alphabetically with the older listings as was done in subsequent editions.

The Roxbury route is shown as running from Roxbury Hill to the Marlboro' Hotel, but there are no schedule details.

A Charlestown Hourly starts from Richard's Hotel in Charlestown at 7:00 AM and from the Marlboro' Hotel at 8:00 AM, with hourly departures from each end continuing until 8:00 PM daily, except Sunday. BPSR 0527 lists intermediate Charlestown stops at Whitney's, Yvelin's, and Ramsey & Wyman's Hotels, with a room provided for the convenience of passengers at each of these. Alanson Studley and Stephen Wiley are the coach proprietors.

In 1827, the only bridge from Boston to Charlestown was near the line of the later Charlestown (North Washington Street) Bridge. The Warren Bridge, on about the location of the present Charles River Dam, was opened for travel in December 1828. The hotels listed as stops in 1827 were probably along Main Street between the present City Square and Sullivan Square. The latter area was then a narrow strip of land called Charlestown Neck, between the Mystic and Miller's Rivers. John G. Hales' 1821 *Survey of Boston and Its Vicinity* refers to the "Tavern on the Neck" as a landmark on routes from Boston to several other towns.

Until 1842, Charlestown included most of what is now Somerville and also included parts of the present Medford, Winchester, and Arlington. Therefore, coaches described as going from Boston to Charlestown could have continued even farther than the Sullivan Square area. However, the 1821 survey does not mention any hotels or taverns on the roads through the sections of Charlestown that were split off in 1842, and none are shown on a map prepared by Hales in the early 1830s.

By December 1826, a Dorchester and South Boston "Hourly" coach had four round-trips a day, with departures from the Dorchester Post Office at 7:00 and 10:00 AM and at 2:00 and 5:00 PM and from the Marlboro' Hotel at 9:00 AM, noon, and 3:00 and 6:00 PM. BPSR 0527 shows the Dorchester departure point as Eaton's Tavern with a fare of 20 cents to Boston. The fare from South Boston to Boston is 12½ cents. Otis Eaton is the agent.

As detailed above, the Dorchester and Milton coach route also served Eaton's, but it ran to downtown Boston via Roxbury. The route via South Boston was the same as that via Roxbury between Eaton's and Columbia Road at Dudley Street. From there, the South Boston route continued on Columbia Road and Dorchester Avenue (the Dorchester Turnpike, sometimes referred to as the South Boston Turnpike). Until 1855, when Washington Village (the area including Andrew Square) was annexed to Boston, the border between Dorchester and South Boston was about on the present line of West 7th Street.

In 1827, the north end of the turnpike was at Boston South Bridge, opened in 1805 on the present line of West Fourth Street. The bridge crossed South Bay (now filled in) to Front Street (now Harrison Avenue). An unnamed road that later became Dover Street and is now East Berkeley Street continued the route to Washington Street, which was followed the rest of the way downtown.

An alternate route to Boston became available late in 1828, with the completion of a bridge on about the present line of the Dorchester Avenue Bridge and a road north to Kneeland Street across the present location of the South Station approach tracks.

By December 1826, a South Boston and City Hourly Coach ran between South Boston, from near Fort Independence, and the Marlboro' Hotel with five round-trips daily except Sunday. These left South Boston at 8:00 and 11:00 AM and at 2:00, 4:00, and 6:00 PM and left the hotel at 10:00 AM and at 1:00, 3:00, 5:00, and 7:00 PM. This route is not in BPSR 0527 or BPSR 0727. In BPSR 0927, the first South Boston departure is changed to 7:00 AM, and the departure point is identified as Dodge's Hotel. There is an added 8:00 AM departure from the Boston starting point, changed to the Washington Coffee House on Washington Street.

The main streets in South Boston were named on a plan that was drawn up long before any of them were built. The only ones completed by 1826 were Broadway, which ran from South Boston Point to a link to the South Bridge, and Dorchester Street, the original connection between Broadway and Dorchester. At the South Bridge, the South Boston coach route joined the routing used by the Dorchester and South Boston coach. Fourth Street was completed parallel with Broadway in 1831.

By December 1826, a Cambridgeport coach via Lechmere Point left the stage office at 45 Brattle Street in Boston hourly from 8:00 AM to 8:00 PM. BPSR 0527 adds the details that the coach leaves Kimball's Tavern in Cambridgeport hourly except at 1:00 PM from 7:00 AM to 7:00 PM daily except Sunday. Ebenezer Kimball is the coach proprietor.

This route would have crossed the Charles River on the Craigie Bridge, on the present alignment of the old Charles River Dam. The river was much wider in 1826 than it is today. Within Cambridge, the route would have followed what is now Third Street between Cambridge Street and Main Street, probably terminating in the vicinity of Kendall Square.

The 1827 Massachusetts Register and BPSR 0527 also include the long-established Cambridge coach route. BPSR 0527 shows departures from Willard's Hotel in Cambridge daily except Sunday at 8:00 AM and 2:15 PM and from Brigham's at 42 Hanover Street at noon and 6:00 PM. The fare is 25 cents.

BPSR 0527 shows that service on the Roxbury Hourly Coach route has increased to departures daily except Sunday starting from Roxbury Hill at 8:00 AM and from the Marlboro' Hotel at 8:30 and continuing from each place every half hour until 8:00 PM from Roxbury and 8:30 PM from Boston. The fare is 12½ cents. Brooks Bowman is the proprietor.

Some of the Hourly Coach proprietors may also have served as drivers. On most of the routes that actually operated less frequently than hourly, one coach could have provided all service.

BPSR 0527 shows the former alternate-day short trips between Needham and Boston on the Uxbridge route replaced and partly combined with an extension of the Newton Upper Falls route. Daily except Sunday, a coach leaves N. White's Hotel in Needham (Wellesley) at 7:30 AM for J. Hastings' Suffolk Hotel on Elm Street in Boston. Return trips leave Boston at 3:00 PM. On Monday, Wednesday, and Saturday, the route serves both Lower and Upper Falls. This would have required following the present Washington, Beacon, and Woodward Streets between the two Falls. On other days, the coach runs from Lower Falls via Brighton.

BPSR 0527 shows there is again a separate Brookline and Boston stage via Roxbury. Departures from the Punch Bowl Tavern in Brookline Village are daily except Sunday at 8:30 AM and 2:00 PM. Return trips leave the Marlboro' Hotel at 10:00 AM and 5:00 PM. The fare from Boston is 12½ cents to Roxbury and 20 cents to Brookline. The proprietor is not shown.

Also in BPSR 0527, a stage leaves Wood's Tavern in Woburn Monday and Saturday at 7:00 AM and arrives at Riley's in Boston at 9:00 AM. Boston departure is at 4:00 PM. The fare is 62½ cents. John C. Brackett is the proprietor.

The most common route of travel between Boston and Woburn at that time was the same route used by the Medford stage via Charlestown to Medford Square. The route to Woburn continued on the present High Street and Grove Street to Main Street in what is now Winchester but was still part of Medford until 1850. An alternate route from High Street was the present Woburn Street, Playstead Road, and Main Street to Grove Street. North of Main and Grove Streets, Main Street was followed the rest of the way to Woburn Center.

BPSR 0527 shows a stage leaving White's Tavern in Randolph East Parish (Holbrook) for Boston Monday, Wednesday, and Saturday at 6:00 AM. The return trip leaves Riley's at 4:00 PM the same days. The fare is 62½ cents. Ezra Penniman, Jr. is the proprietor.

Information for the Lexington Stage is the same in BPSR 0527 as in earlier editions, but in BPSR 0928, S. B. Richards is the Proprietor.

The May 1828 Badger & Porter's Stage List

The May 1828 BPSR edition (BPSR 0528) shows two competing Roxbury and Boston Hourly Coaches. On the old line, the span of hours has changed slightly, to 7:00 AM to 7:00 PM from Roxbury and one hour later from Boston. Coaches on the newer route leave Wise's Hotel in Roxbury every hour from 7:00 AM to 9:00 PM daily except Sunday. Return trips leave the Washington Coffee House (at 158 Washington Street in Boston) hourly from 8:00 AM to 9:00 PM. The fare is 12½ cents, the same as on the old line. The proprietor is not shown.

The Dorchester and South Boston route is described as a City Coach. Service frequency is halved from 1827, with departures from Dorchester only at 8:00 AM and 2:00 PM and from Boston at noon and 4:30 PM.

South Boston Point coach leaves Dodge's Hotel daily except Sunday every two hours from 8:00 AM to 4:00 PM. Return trips leave the Washington Coffee House every two hours from 9:00 AM to 5:00 PM with an additional trip at 4:00 PM.

Information for the Charlestown route is changed slightly from 1827, with the Charlestown terminal shown as Jackman's Hotel, and the Boston terminal at 45 Brattle Street. The last trips of

the day are at 7:00 PM instead of 8:00. The only change in Cambridge service is that the 7:00 PM trip from Cambridgeport is not shown.

The long-established Dedham route is shown in BPSR 0528 as running from Alden's Norfolk Hotel (formerly Gregg's) daily except Sunday at 7:00 AM and leaving Thompson's Hotel (also still known as Riley's) at 9 Elm Street at 4:00 PM. A second Dedham route under the same ownership runs between the same termini on Monday, Thursday, and Saturday passing "several manufacturing establishments in Dedham" (probably Readville or Hyde Park, which were then part of Dedham) and then running "direct to Boston" over the Brush Hill Turnpike. The trip time for this coach is two hours. It also leaves Dedham at 7:00 AM, but leaves Boston at 4:30 PM.

On the Medford mail route, the afternoon round-trip is running daily except Sunday instead of two days a week, and the Boston departure time is changed to 5:30 PM.

BPSR 0528 shows stage service between Waltham, Watertown, and Boston has expanded from prior years. In addition to the Waltham and Watertown Mail Stage, a Watertown Accommodation Stage leaves the Spring Hotel in Watertown daily except Sunday at 7:30 AM, and leaves Wilde's at noon. Leonard Smith is the proprietor with unnamed others. The route is probably still via Mount Auburn Street and Cambridge.

A Waltham stage leaves Mrs. Bemis' Tavern in Waltham daily except Sunday at 7:00 AM, Broad's Tavern in Watertown at 7:30 AM and 1:30 PM, and Kenny's Tavern in Brighton at 8:00 AM and 2:00 PM. Return trips leave Hastings' Suffolk Hotel on Elm Street in Boston at noon for Brighton and Watertown and at 5:00 PM for Brighton, Watertown, and Waltham. The latter trip is shown as also serving Newton Upper Falls, but this probably requires a transfer somewhere along the way. The proprietors are B. Sargent, E. White, Jr., R. McIntosh, R. W. Dickinson, and Samuel Walker.

A separate Newton Upper Falls route replacing the service described in 1827 has a coach leaving Upper Falls Monday, Wednesday, Thursday, and Saturday at 7:00 AM, via Rev. Messrs. Grafton's and Homer's Meeting House and Theological Institution (at Homer and Centre Streets), Angier's Corner (Newton Corner), and Brighton. The return trips leave the Suffolk Hotel at 4:00 PM on the same days and are due at Upper Falls at 6:00. The proprietors are Rufus Ellis and others in Boston.

Newton Lower Falls service is again provided inbound on Monday, Wednesday, and Friday and outbound Tuesday, Thursday, and Saturday, by a through coach from and to Uxbridge. Supplementary service on the alternate days originates at J. Brooks' in Natick. John Claflin, William Godfrey, and J. Wheelock of Milford, and Job Brooks of Natick are the proprietors of both the full route and the shorter route.

Service on the Weymouth route has expanded to include Wednesday trips. Weymouth departure times are changed to 8:00 AM on all days. J. Linfield & Co. have become the proprietors.

In BPSR 0528, the Lexington stage route is described as Lexington, West Cambridge (Arlington), and Boston, with Lexington departures from Carter's Tavern on the same schedule as in 1825. Alson Studley is now the Proprietor. This route probably followed the present Massachusetts Avenue between Harvard Square and Lexington.

On the Brookline stage route, frequency has increased to three round-trips daily except Sunday, with Brookline departures at 8:00 and 11:00 AM and 3:30 PM, and Boston departures at 10:00 AM and 2:00 and 5:00 PM.

Service on the Woburn stage via Medford and Charlestown has increased to Monday, Wednesday, and Saturday, leaving Glover's Hotel in Woburn at 7:30 AM and arriving in Boston at 9:00 and leaving Boston at 4:30 PM and arriving in Woburn at 6:00.

Manning's Salem route shows a reduction in Salem departures to 7:00, 8:00, and 10:00 AM and 2:00 PM, but no change in Boston departures (from the City Tavern) at 9:00 AM, noon, and 3:00, 4:00, and 5:00 PM. The operator is now identified as Salem and Boston Stage Coach Company, Robert Manning, agent.

A competing company called Salem and Boston Citizens Coaches has departures from the Salem Stage Office at Essex and Central Streets daily except Sunday at 7:00 AM and 2:00 PM. Return trips leave the Marlboro' Hotel at 8:00 AM and 4:00 PM. William Potter is the agent.

There are no other noteworthy changes in Boston routes of 15 miles or less.

Three 1829 Stage Lists

Bowen's *Picture of Boston* published in January 1829, the March 1829 BPSR, and Stimpson's *Boston Directory* published in July 1829 include slightly different details about short-distance Boston coach service. Some of these may reflect seasonal schedule changes, but they illustrate the difficulty travelers might have faced in trying to obtain up-to-date information.

For the Charlestown route, all three publications show the departure times of the first trips one hour later than in BPSR 0528.

Bowen shows the Dorchester and South Boston "City Coach" leaving the Marlboro' Hotel at noon and 4:30 PM, while Stimpson shows departures at 10:00 AM and at 2:00 and 6:00 PM. BPSR 0329 shows the departure times as 2:30, 3:00, and 5:00 PM from the Marlboro' Hotel and 8:00, 10:00, and 11:00 AM and 3:30 PM from Eaton's in Dorchester.

Bowen shows the departure time of the Dorchester and Milton stage from Boston changed to 5:00 PM, but BPSR 0329 still shows it at 4:00 and Stimpson does not include it.

For the South Boston coach, BPSR 0329 shows the same departure times from both ends as BPSR 0528, but the South Boston terminal is identified as Phinney's Hotel and the coach proprietor is not identified. In Boston, the coach leaves from the Old State House but also stops at the Washington Coffee House. Bowen only shows the outbound schedule and includes a 4:00 PM trip not shown by BPSR 0329. Stimpson shows an additional outbound trip at 7:00 PM rather than one at 4:00 PM.

Bowen and Stimpson both show the Roxbury and Boston "Old Line" of Hourly Coaches, leaving the Marlboro' Hotel daily except Sunday at 8:00 AM and every half hour until 8:00 PM. BPSR 0329 shows the first trip from Roxbury changed to 7:30 AM from 7:00 and the last trips changed to 6:30 PM from Roxbury and 7:30 PM from Boston.

Stimpson and BPSR 0329 both show service on the Roxbury opposition line starting one hour later and ending one hour earlier than in 1828. Bowen does not include this line.

Bowen shows the Cambridgeport coach still leaving 45 Brattle Street hourly from 8:00 AM to 8:00 PM, but Stimson and BPSR 0329 show the span as 9:00 AM to 7:00 PM.

All three publications show a separate route from 45 Brattle Street to East Cambridge, with Bowen listing the Boston departure times as 8:00 and 10:00 AM, noon, and 1:00, 3:00, 5:00 and 7:00 PM, while Stimpson and BPSR 0319 show a final trip at 6:00 PM rather than 7:00. BPSR 0329 adds the information that the East Cambridge terminal is Parker's Hotel at Lechmere Point, with departures from there at 8:30, 9:30, and 11:30 AM, and 12:30, 2:00, 4:00, and 5:00 PM. Kimball and Mansur at Cambridgeport are the proprietors of the East Cambridge Line and the Cambridgeport Line. The latter is apparently running via the West Boston Bridge instead of the Craigie Bridge.

Bowen also shows the long-established Cambridge Coach, leaving Brigham's on Hanover Street at noon and 6:00 PM, with a 25-cent fare. Stimpson shows instead of this a Cambridge Coach leaving the Washington Coffee House at 9:00 and 11:00 AM and at 1:00, 3:00, 5:00 and 7:00 PM in addition to the East Cambridge and Cambridgeport routes. BPSR 0329 shows the same Boston departure times for the Cambridge route as Stimpson, but leaving from 45 Brattle Street. Departures from Willard's Hotel in Cambridge are one hour before Boston departures.

Bowen shows a Jamaica Plains coach leaving the Marlboro' Hotel at 10:00 AM and at 2:00 and 5:00 PM. BPSR 0329 shows only the 5:00 PM Boston departure and an 8:00 AM Jamaica Plains departure. The fare is 20 cents.

Bowen shows a Brookline coach leaving the Marlboro' Hotel except on Sunday at 10:00 AM and at 2:00 and 5:00 PM. Stimpson and BPSR both describe it as the Brookline Old Line, with the same departure times shown by Bowen and two more at noon and 6:00 PM. BPSR 0329 also shows departures from Brookline at 8:00 and 9:00 AM, noon, and 3:00 and 4:30 PM. Fares from Boston are reduced to 6¼ cents to Roxbury and 12½ cents to Brookline.

All three publications show the long-established Dedham stage with the same Boston departure time as in 1828, but BPSR 0329 shows the Dedham departure changed to 8:00 AM. Stimpson and BPSR 0329 also show the second Dedham stage route via the Brush Hill Turnpike running on Monday, Thursday, and Saturday. E. F. Mason and Co. is the proprietor of both Dedham routes.

Bowen gives the departure time of the Quincy Coach from Thompson's as 5:30 PM, but Stimpson and BPSR 0329 show it as 4:00 as it had been for several years. BPSR 0329 shows 5:30 PM as the Quincy arrival time.

The Medford coach still has two departures from Wilde's daily except Sunday via Charlestown with one at noon and the other at 4:00 PM (Stimpson), 4:30 (BPSR 0329), or 5:30 (Bowen). BPSR 0329 shows departures from Medford daily except Sunday at 8:30 AM and 2:00 PM. It is no longer identified as a Mail Stage.

Stimpson, Bowen, and BPSR 0329 all show a Waltham and Watertown mail stage leaving Wilde's daily except Sunday at 4:00 PM via Cambridge. Bowen also shows a Waltham stage leaving the Suffolk Hotel at noon and 5:00 PM except Sundays, and a Watertown and Boston Accommodation leaving the Suffolk Hotel and Wilde's at the same times shown for the Waltham stage. BPSR 0528 had shown similar service but BPSR 0329 shows only the mail stage.

Stimpson shows a Newton Lower Falls Accommodation stage leaving the Falls Monday, Wednesday, and Saturday at 7:00 AM via West Newton, Newton Corner, and Brighton, with return departure from Wilde's at 5:00 PM. BPSR 0328 had showed this as a short-turn variation of the Uxbridge stage route but it does not appear in BPSR 0329.

Bowen does not list a Lower Falls route, but does show the Newton Upper Falls and Brighton Manufacturer's Line, with departures from the Suffolk Hotel daily except Sunday at 5:00 PM. BPSR 0329 shows the Boston departure time of this route as 4:00 PM.

BPSR 0329 reports service on the Weymouth route unchanged from 1828. Service on the Hingham route is still shown on the same daily-except-Sunday schedule in effect by 1827.

Bowen shows the Lexington and West Cambridge (Arlington) stage leaving 45 Brattle Street Monday, Wednesday, Friday, and Saturday at 4:00 PM. BPSR 0329 does not show this route.

All three publications show the Woburn stage leaving Boston at 4:30 PM. Stimpson shows the operating days as Monday, Wednesday, and Friday; Bowen and BPSR say Monday, Wednesday, and Saturday.

BPSR 0329 shows Manning's Salem and Boston Stage Coach Company as the only operator of stages between those cities. Service frequency has expanded again, with daily- except-Sunday Salem departures at 7:00, 8:00, 8:30, and 10:00 AM and 1:30 and 3:00 PM, and Boston departures at 9:00 and 11:30 AM and 2:30, 3:00, 4:00, and 5:00 PM.

CHAPTER 5

BOSTON LOCAL STAGE SERVICE 1830 TO 1839 – BEGINNING OF OMNIBUSES

The March 1830 Badger & Porter's Stage List

The information below for 1830 is from the March issue of Badger & Porter's *Stage Register* (BPSR 0330). Compared with preceding years, there is little service expansion, and several routes that had been listed in 1829 or earlier are no longer shown.

On the Charlestown Hourly Coach route, the schedule is the same as in 1829, but Jackman's Hotel is no longer shown as a stop. Ramsay's, formerly shown as an intermediate stop, is shown as the endpoint. Wyman's Hotel is replaced by Wetherbee's though probably the same location.

The East Cambridge coach was listed in BPSR 0330 as East and Old Cambridge Boston Stage. East Cambridge departures are daily except Sunday every two hours from 10:00 AM to 2:00 PM. Boston departures are every two hours from 9:00 AM to 5:00 PM. The Cambridgeport route and the older Cambridge route have the same service as shown in BPSR 0329.

On the Roxbury Old Line of hourly coaches, the span of service is extended by 30 minutes at the beginning and end of the day, restoring the 1828 span. The opposition line is still listed, but departure times are not included.

On the Jamaica Plains stage route, BPSR 0330 shows the same one round-trip daily except Sunday as shown one year earlier.

On the Brookline coach route, service frequency is reduced slightly from 1829, with daily-except-Sunday departures at 7:00 and 11:30 AM and 3:00 and 5:30 PM from Brookline and at 10:00 AM and 2:00, 4:00, and 7:00 PM from Boston. Fares to Boston have increased to 18¾ cents from Brookline and 12½ cents from Roxbury.

Service on the South Boston coach route has changed slightly from 1829, with no 4:00 PM trip from Boston and the last trip changed to 5:30 PM from 5:00.

The Dorchester and Milton coach still has the same once-a-day schedule as in 1825. For the Dorchester and South Boston City Coach, BPSR 0329 shows the 10:00 AM trip from Eaton's dropped, a 10:00 AM trip from Boston added, and the 2:30 and 3:00 trips from Boston replaced with a 2:00 trip.

The Dedham and Boston Stage still has the same two routings as in 1828, but both coaches leave Dedham at 8:00 AM rather than 7:00. E. F. Mason & Co. is the Proprietor.

The Quincy and Boston stage route information is unchanged.

The East Randolph route is not listed as such, but there is a new listing for Weymouth and Randolph stages on Monday, Wednesday, and Saturday, "united at Braintree." The inbound times are not shown, but the outbound trip leaves from Wilde's at 3:00 PM. J. Linfield, listed in 1828 as the proprietor of the Weymouth stage, is the proprietor of the new combined service.

The Hingham and Boston stage has the same schedule as in 1827, but the Proprietors have changed to Little and Morey.

The Canton and Boston stage and the connecting Sharon coach have about the same schedules as in 1825, but travel times between Canton and Boston are shown, possibly in error,

as 1½ hours inbound but three hours outbound. The proprietor has changed to Nash and Company.

The Medford stage schedule has changed only slightly from BPSR 0329. The only change in Woburn service from the BPSR 0329 is that the Boston departure has moved from 4:30 PM to 4:00.

Service on the Salem and Boston stage is revised slightly from BPSR 0329 with Salem departures hourly from 6:00 to 10:00 AM and at 2:00 and 4:00 PM. Boston departures are at 9:00 and 11:00 AM and hourly from 3:00 to 6:00 PM.

As in BPSR 0329, the only Watertown stage service shown in BPSR 0330 is the Waltham and Watertown Mail Stage.

There was no listing in BPSR 0330 for a Lexington or West Cambridge stage.

Information for the Newton Upper Falls and Brighton Manufacturer's Line is almost the same in BPSR 0330 as in BPSR 0329, but Upper Falls departure time is changed to 7:30 AM from 8:00.

The May 1831 Badger & Porter's Stage List

The information below for 1831 is from the May issue of Badger & Porter's *Stage Register* (BPSR 0531).

On the Charlestown Hourly Coach route, several of the Charlestown hotel stops have changed or at least the names have. The departure point is shown as Welch's Hotel (Late Jackman's). Ramsay's is not listed. A stop at Chandler's is identified as late Yvelin's. Wetherbee's is not listed, but there is a new listing for Walker's Hotel. Hourly departures start at 8:00 AM from Charlestown and 9:00 AM from Boston and continue until 8:00 PM from both ends.

Cambridge stage service has been reconfigured from 1830. Service on the route between Willard's Hotel and 45 Brattle Street is increased slightly, with the addition of a 4:00 PM trip from Boston and a 5:00 PM trip from Cambridge. The Cambridgeport route has hourly departures from 7:00 AM to 7:00 PM, with Boston departures one hour later. However, service on the East Cambridge route is cut back to one daily-except-Sunday round-trip, leaving 45 Brattle Street at 8:00 AM and returning at 1:00 PM with the mail.

The span of hours on the Roxbury Old Line has changed again, with half-hourly departures from 8:00 AM to 6:30 PM from Roxbury and from 8:30 AM to 7:00 PM from Norfolk Avenue in Boston. Norfolk Avenue, which intersected Washington Street at what was then number 185, was also shown as the starting point for other routes that formerly left from the Marlboro' Hotel at 229 Washington Street.

The Jamaica Plains stage has two round-trips daily except Sunday, leaving Jamaica Plains at 10:00 AM and 6:00 PM and leaving Norfolk Avenue at 8:00 AM and 5:00 PM.

Service on the Brookline coach route is reduced further, with Brookline departures at 7:00 and 11:15 AM and 3:15 PM and Norfolk Avenue departures at 10:30 AM and 2:30 and 6:00 PM. The fare from Boston to Brookline is raised to 25 cents.

On the South Boston route, the Boston terminal has changed to the Mansion House on Milk Street, with departures from there every two hours from 9:00 AM to 3:00 PM and then at 6:00

and 8:00 PM. Departures from Phinney's Hotel at South Boston Point are at 8:00 AM, noon, and 2:00 and 5:00 PM. E. Dodge is still the Proprietor.

BPSR 0531 shows a revised schedule for the Dorchester and South Boston City Coach. Departures from Eaton's Hotel in Dorchester are at 8:15 AM and 12:15 and 3:15 PM. The Boston terminal was changed to Norfolk Avenue, with departures still at 10:00 AM and 2:00 and 5:00 PM. Otis Eaton is still the agent.

The wording in the listing for this route indicates that additional trips leave "Woods' Tavern near Dr. Codman's Meeting House" at 10:00 AM and 5:00 PM, but since these were the same as Boston departure times, the information may have been supposed to be that those outbound trips continued on to Woods'. Codman's Meeting House was at the present Codman Square (Washington Street at Talbot Avenue) in Dorchester.

Service frequency on the Dorchester and Milton stage is unchanged, but the Boston departure time is shown as 4:30 instead of 4:00.

Dedham stage service is reduced to that on the older and shorter route, with the daily-except-Sunday Dedham departure time changed back to 7:00 AM. The Boston departure time is 3:30 PM. The business at 9 Elm Street has changed hands once again, becoming Jennings' Hotel.

Service on the Quincy stage is the same in BPSR 0531 as it has been for many years.

Service frequency on the Weymouth and Randolph stages that combined at Braintree is still Monday, Wednesday, and Saturday only.

The starting point of the Hingham route has changed to Fearing's Store in Lower Plains. The stage leaves there daily except Sunday at 7:00 AM and is due in Boston at 9:30.

Service on the Canton stage and connecting Sharon coach is unchanged, as is service on the Medford and Woburn stage routes. The Waltham and Watertown Mail stage is still the only local stage service between Boston and those towns.

On the Salem stage route, the first departure from Salem is at 7:00 AM instead of 6:00, and the 11:00 AM Boston departure is changed to 11:30. The 8:00 AM trip from Salem originates at Beverly at 7:30, and the 4:00 PM trip from Boston runs through to Beverly.

Information for the Newton Upper Falls stage in BPSR 0531 is mostly the same as in BPSR 0330. Mr. Rice's Academy is a stop instead of the Meeting House and Theological Institution. On Tuesday and Saturday, trips are extended beyond Upper Falls to Needham and Dover, but times at those towns are not shown. The proprietor is listed as Royal McIntosh & Co.

The March 1832 Badger & Porter's Stage List

The March 1832 issue of Badger & Porter's *Stage Register* (BPSR 0332) shows few changes from the May 1831 issue in the services discussed above.

On the Charlestown Hourly Coach route, the only change in information is that the former Jackman's Hotel, which was Welch's in 1831, is Chamberlain's in 1832.

Information about all three Cambridge stage routes is the same in 1832 as in 1831.

The Roxbury Old Line and the Jamaica Plains stage have the same schedules in 1832 as in 1831.

Service frequency and fares on the Brookline stage route are the same as in 1831, but departure times are changed to 8:15 AM and 12:15 and 3:15 PM from Brookline and 11:30 AM and 3:30 and 5:30 PM from Boston.

On the South Boston Coach route, the schedule is the same as in 1831, but the South Boston departure point is referred to as Mrs. Phinney's Hotel. The fare is 12½ cents, or 25 cents to call for a passenger, so the routing is apparently somewhat flexible.

On the Dorchester, South Boston and City Coach route, departure times from Eaton's Hotel are all 15 minutes later than in 1831. Woods' Tavern service is no longer shown. Service on the Dorchester and Milton stage is unchanged from 1831.

Dedham stage service is the same as in 1831.

Service on the Quincy stage is the same as it has been for many years. Service on the Weymouth and Randolph stages that combine at Braintree is unchanged from 1831.

The Hingham stage still leaves from Fearing's Store, but the departure time from there is changed to 6:00 AM from 7:00, providing a Boston arrival at 8:30 AM instead of 9:30.

Information about the Canton stage and the connecting Sharon coach is unchanged from recent preceding years.

The Medford stage still has two round-trips daily except Sunday, with March 1832 departure times of 8:00 AM and 2:00 PM from Medford and 12:30 and 5:00 PM from Boston. Service on the Woburn stage is the same as in 1830. The Waltham and Watertown Mail stage is still the only local stage service between Boston and those towns.

The March 1832 BPSR has two schedules for the Boston and Salem Stage. Until the end of March, Salem departures daily except Sunday are hourly from 7:30 AM to 10:30 AM and at 2:00 and 4:00 PM. Boston departures are at 9:00 and 11:00 AM and hourly from 3:30 to 5:30 PM. After April 1, AM Salem departures and PM Boston departures are shifted 30 minutes earlier, and a 6:00 PM Boston departure is added.

There is also a new listing for a Boston and Salem Forest River Road Stage. It leaves from 9 and 11 Elm Street at 8:00 AM daily except Sunday. Return times are not shown. The fare is 50 cents.

Information for the Marblehead and Boston stage is the same in BPSR 0332 as in the issues examined from 1829 through 1831.

The Newton Upper Falls Stage has the same schedule as in 1831, but the Boston terminal is Wilde's at 11 Elm Street instead of the Suffolk Hotel, and Rev. Messrs. Grafton and Homer's Meeting Houses are again shown on the list of intermediate stops.

Emergence of the Omnibus

As described in the Introduction, the omnibus coach was designed to be more suitable to urban travel than the stage coach. It had the door at the back, with seats running along each side instead of crosswise. The body of the omnibus was longer than those of long-distance coaches, raising interior seating capacity to 12 to 16 passengers. Its first use in the United States was in New York City in 1831.

An ad running in the *Boston Post* in February 1833 announced that Joseph Connell had taken over operation of the Roxbury Hourly Coach from unspecified former proprietors. Connell promised to "devote his entire time to the business and spare no pains to give satisfaction." The ad was illustrated with a stock engraving of a four-horse stage from the early 1800s, which may have been meant to serve more as an eye-catcher than as a realistic representation of the vehicles on this route.

The earliest newspaper reference found to a Boston omnibus was a May 2, 1833, *Boston Post* article copied from the *Boston Transcript*. It read:

“*Omnibus*. – Among the novelties of the day, we notice in our streets, a new Omnibus and four spanking greys. Brought from the city of New York by one of our enterprising citizens, called the Governor Brooks. It is to run from the Norfolk House to the Winnisimmet Ferry, hourly, through Washington Street.”

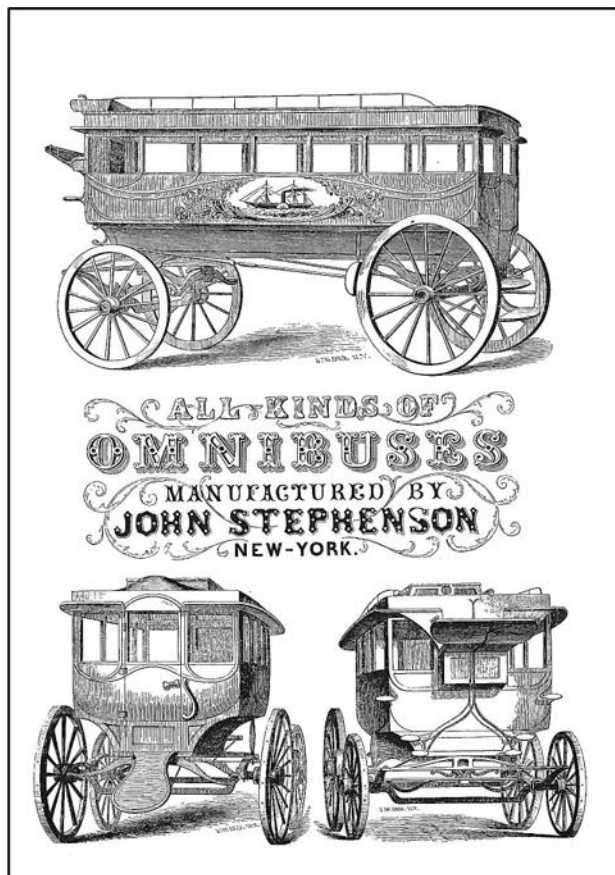


Figure 7. Omnibus Advertisement

The John Stephenson Company of New York City became famous as a builder of carriages and public transport vehicles of all types, including omnibuses. This advertisement from the 1850s illustrates the classic features of the American omnibus: concave sloping lower sidewalls, single rear door, and painted scenes on the sides. A longitudinal bench seat ran along each side of its central aisle.

The Norfolk House was a hotel in Roxbury, near the present Eliot Square. (It preceded the present building of the same name, now converted to residences.) In a feature article on omnibus history published in the May 17, 1900, *Boston Globe*, Arthur W. Brayley provided additional details about the *Governor Brooks*. It was built in Troy, New York and carried 18 passengers inside and six outside. It left Roxbury every two hours from 7:30 AM to 7:30 PM and arrived at the ferry 45 minutes later. Return trips left the ferry every two hours from 8:30 AM to 8:30 PM. The southbound route followed Hanover and Union Streets, Merchants Row, and State and Washington Streets. The fare was 12½ cents each way.

Paid advertising in Boston newspapers either for hourly coaches or omnibuses was unusual. They were mentioned infrequently in news articles, and then mostly as a result of disputes or accidents. In contrast, they were mentioned increasingly in real estate ads, to show how convenient it could be to work in downtown Boston but live in a neighboring town.

The July 1833 Badger & Porter’s Stage List

The next issue of Badger & Porter’s *Stage Register* available for this study is dated July 1833. It is cited below as BPSR 0733.

Information for the Charlestown Hourly Coach route is the same in BPSR 0733 as in

BPSR 0332, except that Chamberlain’s Hotel in Charlestown is renamed Simond’s.

Information for all three Cambridge stage routes is the same in BPSR 0733 as in BPSR 0332. The 1833 entry for the Cambridgeport route adds the information that E. Kimball is the Proprietor.

The Roxbury Old Line Hourly Coaches have longer operating hours in 1833 than in 1832, with Roxbury departures from 7:00 AM to 7:00 PM instead of 8:00 AM to 6:30 PM, and Boston departures from 8:00 AM to 8:00 PM instead of 8:30 AM to 7:00 PM.

BPSR 0733 has a new listing for a Roxbury and Winnisimmet Omnibus. Departures from the Norfolk House in Roxbury are daily except Sunday every two hours from 7:30 AM to 7:30 PM to the Chelsea Ferry. Return trips leave Norfolk Avenue in Boston every two hours from 8:30 AM to 8:30 PM.

In 1833, departure times for the Jamaica Plains Stage change to 10:00 AM and 7:00 PM from 10:00 AM and 6:00 PM at Jamaica Plains, and to 9:00 AM and 4:00 PM from 8:00 AM and 5:00 PM at Boston.

Service frequency and fares on the Brookline Stage route are the same as in 1832 and 1831, but departure times are changed again, to 9:15 AM and 12:30 and 5:15 PM from Brookline and 8:30 AM and 12:30 and 6:30 PM from Boston. (One of the midday times is probably incorrect, as simultaneous departure from both ends would not have been possible unless two coaches were used.)

In 1833, the South Boston Coach route has new schedules and frequencies in both directions. South Boston departures increase to five, at 9:00 and 11:00 AM, and 1:00, 3:00, and 6:00 PM. Downtown Boston departures decrease to five, at 8:00 and 10:00 AM, noon, and 2:00 and 5:00 PM.

The Dorchester, South Boston and City Coach route has the same service frequency in 1833 as in 1832, but with some changes in departure times. In 1833, departures from Dorchester are at 8:00 AM, 12:30 PM (instead of 12:00) and 4:00 PM (instead of 3:00). Boston departures are at 9:30 AM (instead of 10:00), and at 2:00 and 5:00 PM.

Information for the Dorchester, Milton and Boston Stage is the same in BPSR 0733 as in BPSR 0332, except that the Boston departure time is no longer shown, and Milton arrival time changes to 6:00 PM from 6:30.

The Dedham and Boston Stage has the same service frequency in 1833 as in 1832, but it has minor schedule adjustments. Stages leave Dedham at 7:15 AM instead of 7:00 and arrive in Boston at 9:00 AM instead of 8:30. Boston departures are at 3:00 PM instead of 3:30.

Service on the Quincy Stage route is the same as it has been for many years, with departures from Quincy daily except Sunday at 7:00 AM and arrival in Boston at 8:30. Boston departures are at 4:00 PM, with arrival in Quincy at 6:00.

Service on the Weymouth and Randolph Stages that combine at Braintree in 1833 is unchanged from 1831 and 1832. Stages still leave Weymouth and Randolph on Monday, Wednesday and Saturday mornings at an unspecified time, and leave Boston on the same days at 3:00 PM.

Service on the Hingham and Boston Stage route is the same in 1833 as in 1832. The stage leaves D. & A. Fearing's Store, Hingham Lower Plains, daily except Sunday at 6:00 AM and arrives in Boston at 8:30. Return trips leave the Elm Street Hotel in Boston at 4:00 PM.

BPSR 0733 also has a new listing for a Hingham and Boston Accommodation Stage. Departures from Hingham Harbor are daily except Sunday at unspecified times. Stages leave Hilliard & Smith's Fulton House in Boston at 2:00 PM. M. Pattangall is the Agent.

Information about the Canton Stage and the connecting Sharon coach in BPSR 0733 is still unchanged from recent preceding years, except that the proprietor is Nathan Warren instead of Nash & Co. The stage leaves Stone Factory in Canton Monday, Tuesday, Thursday, and Saturday at 7:00 AM and arrives in Boston at 8:30. Return trips leave Jennings' at 9 Elm Street in Boston at 4:00 PM and arrive in Canton at 7:00. (The much longer trip time outbound than inbound is not explained.) On Tuesdays and Thursdays a connecting coach still leaves Sharon for Canton at 6:15 AM and arrives back at 7:30 PM.

The Medford and Boston Stage again has revised departure times but no frequency change in 1833. In the new schedule, the stage leaves Medford every day except Sunday at 7:00 AM and 3:00 PM. Return trips leave Wildes' at 11 Elm Street Boston every day except Sunday at 12:30 and 6:00 PM.

The Woburn and Boston Stage still has the same schedule in 1833 as in 1832. The stage leaves Glover's Hotel in Woburn on Monday, Wednesday, and Saturday mornings at 7:30 AM and arrives in Boston at 9:00. Return trips leave 9 Elm Street in Boston on the same days at 4:00 PM and arrive in Woburn at 6:00.

BPSR 0733 has a new listing for a South Reading and Boston Daily Accommodation Stage, leaving Wiley's Hotel in South Reading (Wakefield) daily except Sunday at 7:30 AM and arriving in Boston at 9:00. Return trips leave 9 Elm Street in Boston at 4:00 PM and arrive in South Reading at 5:30. Thomas Rayner is the Agent.

In 1833, the Waltham and Watertown Mail Stage is still the only local stage service between Boston and those towns. The stage leaves Leonard Smith's in Waltham daily except Sunday at 7:00 AM and arrives in Boston at 9:00. The return trips leave 11 Elm Street at 4:00 PM.

In BPSR 0733 for the Salem and Boston Stage, departures from Salem are on the schedule in effect after April 1 in BPSR 0332. Boston departures are on the schedule in effect before April 1, 1832, with an added departure at 3:00 PM.

BPSR 0733 does not have a listing for the Boston and Salem Forest River Road Stage that appeared in BPSR 0332. However, it has a new listing for service by the Salem & Boston Stage Company's coach over the Forest River Road. Daily except Sunday, coaches leave 11 Elm Street in Boston at 3:00 PM and leave Salem at 8:00 AM. The fare is 75 cents. Robert Manning is the Agent.

A new listing in BPSR 0733 is for a Salem and Boston Stage through Danvers. It leaves Wildes' at 11 Elm Street in Boston at 3:30 PM daily except Sunday. It leaves the Salem Hotel in Salem at 7:30 AM.

Information for the Marblehead and Boston Stage is the same in BPSR 0733 as in the issues examined from 1829 through 1832, except for a change in proprietors to Brown & Thompson, Marblehead, in 1833.

Information for the Newton Upper Falls Stage is the same in BPSR 0733 as in BPSR 0332, except that the name of the Upper Falls departure point changes to McIntosh's Hotel from Turner's Hotel.

BPSR 0733 has a new listing for a Boston and Newton Lower Falls Stage, leaving Wildes' at 11 Elm Street in Boston on Monday, Wednesday, and Friday at 3:30 PM. No other information is included.

Omnibus Information for 1834

At this writing, the author has not obtained comprehensive omnibus or stage information lists for the year 1834. A few newspaper items from that year must suffice for now.

The January 4, 1834, *Boston Post* included an atypical notice for the Dorchester and Boston Stage. It showed departures from Capt. Eaton's Tavern in Dorchester daily at 8:30 and 11:00 AM and 3:00 PM and from the Mansion House on Milk Street at 9:30 AM and 2:00 and 4:30 PM. Passengers could also be called for and carried to any part of the city. The ad was over the name of Marshall Goodspeed. This is the same service frequency shown for this route in BPSR 0733, but several of the departure times are different. These differences may be seasonal.

The January 14, 1834, *Post* reported that the Cambridge Hourly had been upset the previous Saturday between the Port and the Colleges "but of a large number within and without the carriage, only two were much injured." An omnibus would have been more likely to have all passengers "within," suggesting that this was still a more traditional coach.

The Police Court report in the March 22, 1834 *Post* included details of a complaint brought by omnibus driver Andrew Drake against Louis Boutelle, keeper of the Washington Coffee House. Boutelle alleged that at the request of the omnibus company he had kept a room with a fire in it for the use of omnibus passengers for nine months, but had never been paid the agreed \$1.00 a week. Boutelle had been unable to learn either from Drake or others the identity of the omnibus proprietors. This led Boutelle to try to prevent the coach from standing in front of the coffee house by whipping the horses. Drake had had all he could do to prevent a runaway of the horses with the coach and seven passengers. The court found Boutelle's act to have been an indirect assault on the driver and passengers. Moreover, the coach was stopped legally on a public street waiting for a passenger to get in. Boutelle was found guilty of assault and was fined \$3.00 and costs.

The March 1835 Badger & Porter's Stage List

The next issue of Badger & Porter's *Stage Register* available for this study is dated March 1835. It is cited below as BPSR 0335.

Information for the Charlestown Hourly Coach route is the same in BPSR 0335 as in BPSR 0733, except that the Boston departure location changes slightly, to 51 Brattle Street from 45 Brattle.

BPSR 0335 has the same schedule as BPSR 0733 for the Cambridge and Boston Stage, but adds an 8:00 AM trip from Boston and a 5:00 PM trip from Cambridge, and the Boston departure point changes to 51 Brattle Street.

The Cambridge, East Cambridge, and Boston Stage that was listed in BPSR 0733 and earlier issues is not shown in BPSR 0335. However, there is a new listing for an East Cambridge and Boston Coach. It leaves Marcy's Hotel in East Cambridge daily except Sunday 8:00 and 11:00 AM and 2:00 and 4:00 PM. Return trips leave the Mansion House on Milk Street in Boston at 9:00 AM and 12:30, 3:00, and 5:30 PM. Tileston & Company are the Proprietors.

Information for the Cambridgeport and Boston Hourly Coach is mostly the same in BPSR 0335 as in BPSR 0733, but the span of departures from Cambridgeport is shortened to 8:00 AM to 8:00 PM, and the Boston departure point is changed to 51 Brattle Street. Additional trips leave Cambridgeport for Davenport's (at Dock Square) in Boston at 8:30 and 10:30 AM and 12:30 PM and leave Davenport's at 9:00 and 11:00 AM and 1:00 PM.

Information for the Roxbury Old Line Hourly Coaches is the same in BPSR 0335 as in BPSR 0733. The Roxbury and Winnisimmet Omnibus route that appeared in BPSR 0733 is not shown in BPSR 0335.

Most departure times for the Jamaica Plains Stage are changed again in BPSR 0733, to 7:30 and 11:30 AM and 5:30 PM from Jamaica Plains and to 10:00 AM and 4:00 PM from Boston.

BPSR 0335 shows service frequency of the Boston and Brookline coaches increased to five round-trips a day from three. Brookline departures are from Conant's Store at 7:15, 9:15, and 11:15 AM, and 3:45, 5:45, and 7:45 PM. Boston departures, from Norfolk Avenue, are at 8:00 and 10:30 AM and, 3:30, 4:30, and 6:30 PM.

BPSR 0335 shows the South Boston Point departure location for the South Boston and Boston Coach identified as Taft's Hotel instead of Mrs. Phinney's. The number of departures from there increases to six, at 8:00 and 10:00 AM, and 1:00, 2:00, 4:00, and 5:00 PM. The number of departures from the Mansion House is still five, but all departures are one hour later than in BPSR 0733.

BPSR 0335 shows the schedule of the Dorchester, South Boston and City Coach the same as in BPSR 0733, rather than the revised schedule in the January 1834 newspaper ad.

BPSR 0335 shows service frequency of the Dorchester, Milton and Boston Stage increased to two round-trips daily except Sunday. Departures from Milton Lower Mills are at 7:30 AM and 1:00 PM. Departures from Wildes' at 11 Elm Street in Boston are at 12:30 and 5:00 PM.

BPSR 0335 shows the Dedham departure time of the Dedham and Boston Stage changed back from 7:15 AM to 7:00, with Boston arrival still at 9:00. Boston departure time is changed to 4:00 PM from 3:00.

Service on the Quincy Stage route is again the same in BPSR 0335 as it has been for many years.

BPSR 0335 shows service on the Weymouth, Randolph & Braintree Stage increased from tri-weekly to daily except Sunday. Departures from Weymouth and Randolph are at 6:30 AM, with service combining at Braintree. Departures from Wildes' in Boston are at 4:00 PM instead of 3:00.

BPSR 0335 shows a new schedule for the Hingham and Boston Stage. Departures from D. & A. Fearing's Store in Hingham are at 7:00 AM instead of 6:00, and there is an added stop at Little & Morey's Union Hotel at 7:30. Boston arrival is shown as 11:00 AM instead of 8:30, which seems improbably slow. Departure from Boston is at 3:00 PM instead of 4:00, with Hingham arrival in the evening. Proprietors are A. & B. Wilder.

The Hingham and Boston Accommodation Stage for which there was a new listing in BPSR 0733 does not have an entry in BPSR 0335.

Information for the Canton Stage is the same in BPSR 0335 as in BPSR 0733, except that the listed proprietor is changed back to Nash & Co. Added information is that the route length is 16 miles.

Information for the Medford and Boston Stage is the same in BPSR 0335 as in BPSR 0733. There is also a listing in BPSR 0335 for a Medford Stage New Line. On weekdays, stages leave Medford at 7:00 AM and 1:30 PM and leave Jennings' at 9 Elm Street in Boston at 9:30 AM, noon, and 6:30 PM. On Sundays, a stage leaves Medford at 7:00 AM and a half hour before

sunset. Return trips leave Jennings' at 9:00 AM and 8:00 PM. On Saturdays, a stage leaves Boston at 9:00 PM. S. Blanchard is the Proprietor.

BPSR 0335 shows the same information as BPSR 0733 for the Woburn and Boston Stage.

BPSR 0335 shows the same information as BPSR 0733 for the South Reading and Boston Daily Accommodation Stage, except that the Agent is changed to Carter.

BPSR 0335 shows the same information as BPSR 0733 for the Waltham, Watertown, and Boston Mail Stage, except that Marshall Bemis is no longer listed as a proprietor.

For the Salem and Boston Stage Coaches, BPSR 0335 has the same schedule as BPSR 0733 for departures from Salem. Departure times from Boston change to 9:00 and 11:00 AM and 3:00, 4:00, 5:00, and 6:00 PM. The 4:00 PM trip goes to Beverly. Samuel Manning is the Agent.

Information for the Salem & Boston Stage Company's Coach over the Forest River Road is the same in BPSR 0335 as in BPSR 0733, except that Samuel Manning is the Agent.

BPSR 0335 also has listings for several stage routes between Boston and Salem that did not appear in BPSR 0733. One such listing is for a Salem and Boston Early Morning Stage. It leaves Wildes' daily except Sunday at 8:30 AM and leaves Salem at 3:00 PM. The fare is 75 cents. Samuel Manning is the agent.

Another new stage listed in BPSR 0335 leaves Wesson's Massachusetts Coffee House for Salem daily except Saturday at 4:00 PM. On Saturday, it leaves at 5:00 PM. Times leaving Salem are not shown. The fare each way is 50 cents.

Another new listing in BPSR 0335 is for a Salem, Lynn, Chelsea and Boston Stage. It leaves Salem over the Turnpike except Sundays, at 7:00 AM. It leaves Jennings' at 9 Elm Street at 4:30 PM. Fares from Salem are 50 cents to Chelsea or 75 cents to Boston. William Osborn, Jr., is the Proprietor.

Another new listing in BPSR 0335 is for Salem and Boston Reliance and Naumkeag Coaches. The coach *Naumkeag* leaves the Salem Hotel for Boston via the Forest River Road every morning at 8:00 AM. It leaves Wildes' at 4:00 PM. The Fare is 75 cents. The coach *Reliance* leaves the Salem Hotel for Boston via Danvers at 3:30 AM. The departure time from Boston is not shown. The fare on both route variations is 75 cents.

Information for the Salem and Boston Stage through Danvers is the same in BPSR 0335 as in BPSR 0733.

BPSR 0335 also shows E. Kimball, the Proprietor of the Cambridgeport and Boston Hourly Coach running two North Shore routes. One coach leaves 51 Brattle Street daily at 9:00 AM for Lynn, Danvers, Salem, and Beverly. Another leaves for Lynn, Salem, and Beverly at 3:00 PM. A third leaves for Saugus and Lynn at 4:00 PM.

Another new listing in BPSR 0335 is for a Lynn, Saugus and Boston Daily Coach. It leaves Lynn Village House at 8:30 AM and leaves Jennings' on Elm Street 4:00 PM. The route runs through Chelsea. The fare is 50 Cents. L. H. Ham is the Proprietor.

Information for the Marblehead and Boston Stage is still the same in BPSR 0335 as in BPSR 0733.

Information for the Newton Upper Falls Stage is the same in BPSR 0335 as in BPSR 0733. There is no listing for a Newton Lower Falls Stage in BPSR 0335.

The June/July 1836 Badger & Porter's Stage List

The next issue of Badger & Porter's *Stage Register* available for this study is dated June/July 1836. It is cited below as BPSR 0636. In a change from previous available BPSR issues, omnibuses and hourly coaches are listed separately from stages.

Information for the Charlestown Hourly Coach route is the same in BPSR 0636 as in BPSR 0335, except that service begins one hour earlier in 1836, starting at 7:00 AM from Charlestown and at 8:00 AM from Boston.

BPSR 0636 has no listing for the Cambridge and Boston Stage that previously ran every two hours between Willard's Hotel and Brattle Street, or the Cambridgeport and Boston Hourly Coach that previously ran between Kimball's Tavern and Brattle Street. Instead, two lines are listed under the heading Cambridge, Cambridgeport, and Boston Stages. One is identified as the regular line from Cambridge (Old Parish) to Boston. Departures are hourly from 7:00 AM to 7:00 PM, but specific endpoints are not listed.

The other Cambridge line listed under this heading in BPSR 0636 is identified as New Line of Half Hourly Coaches between Cambridgeport and Boston. Departures are every 30 minutes from 8:00 AM to 8:00 PM. The listing says that passengers are taken and left at any place in Cambridge, Cambridgeport, and Boston. The Boston office is at 51 Brattle Street. Fares are 25 cents to Cambridge or 12½ cents to Cambridgeport. Ebenezer Kimball is the proprietor.

BPSR 0636 also has a listing for the East Cambridge and Boston Coach that appeared in BPSR 0335. In BPSR 0636, the East Cambridge departure point is identified as the Union Hotel. Departures from there are every two hours from 8:00 AM to 4:00 PM. Departures from the Mansion House in Boston are every two hours from 9:00 AM to 5:00 PM, except that there is no 1:00 PM departure.

BPSR 0636 has a new listing for a Lexington, West Cambridge (Arlington) and Boston Accommodation Stage. It leaves the Monument House in Lexington Monday, Wednesday, Thursday, and Saturday at 8:00 AM. It leaves the City Tavern on Brattle Street the same afternoons at 3:00. Leonard Brown is the Proprietor.

Information for the Roxbury Old Line Hourly Coaches is almost the same in BPSR 0636 as in BPSR 0335. The last departures change from 7:00 PM to 8:00 PM from Roxbury and from 8:00 PM to 8:30 PM from Boston. The vehicles are identified as omnibuses.

BPSR 0636 also has two new listings for Roxbury service. Boston and Roxbury Hourly Coaches, New Line, leave the Massachusetts Hotel on Pond Street at half past each hour from 7:30 AM to 8:30 PM (9:30 PM on Saturdays). The fare is 12½ cents. (The Massachusetts Hotel was on what is now Endicott Street, near Haymarket Square.)

The operator of the New Line also runs the Ladies' Saloon omnibus, leaving the Old Province House at 8:25 and 10:25 AM and 6:25 PM. Return trips leave the Punch Bowl Tavern in Brookline at 7:00 and 10:00 AM, noon, and 4:00 and 8:00 PM. The fare is 25 cents. This is the only Brookline service shown in BPSR 0636. (The Old Province House was a tavern located off Washington Street in downtown Boston.)

BPSR 0636 shows service on the Jamaica Plains Stage Old Line increased to three trips a day, leaving Norfolk Avenue in downtown Boston at 10:00 AM and 4:00 and 6:00 PM. Departure times from Jamaica Plains are not shown.

BPSR 0636 also has a new listing for a Jamaica Plains, Roxbury, and Boston Line of Coaches over the Tremont Road. Departures from the Jamaica Plains Post Office are at 7:00 and 10:00 AM and 2:00 and 5:00 PM. Departures from the downtown Boston Post Office are at 9:00 AM and at 12:30, 4:00, and 6:30 PM. T. W. Bennett is the Agent.

For the South Boston and Boston Coach BPSR 0636 shows departure times from Taft's Hotel changed to 7:00 and 10:00 AM, noon, and 2:00, 4:00, and 6:00 PM. Departures from the Mansion House are changed to 9:00 and 11:00 AM and 1:00, 3:00, 5:00, and 7:00 PM.

The March 23, 1836, *Boston Post* advertised to be let "that well-known establishment at South Boston Point formerly kept by Mr. Taft as a hotel." The owners were willing to lease it either for continued use as a hotel or as a boarding house. It was said to have "communication with the city by the omnibus, which leaves the door every 30 minutes during the day." This was much more frequent service than listed in BPSR.

Ads appearing in the *Post* in the spring and summer of 1836 showed that Elisha Morse had taken the lease of the former Taft's Hotel and was operating it as the Fire Department Hotel. Omnibus service was not included among the amenities listed in the ad.

For the Dorchester, South Boston and City Coach, BPSR 0636 shows departure times from Eaton's Hotel changed to 7:00 and 11:00 AM and 4:00 PM. Downtown Boston departure locations are the Massachusetts Hotel and Norfolk Avenue. Departures are at 9:00 AM and 2:00 and 6:00 PM. Joseph P. Hollis is the Proprietor.

BPSR 0636 also has a new listing for a Boston and Dorchester Omnibus *Lion*. It leaves Eaton's daily except Sunday at 7:00 and 10:30 AM and 1:30 and 5:00 PM. It leaves the Washington Coffee House at 8:30 AM, noon, and 3:00 and 7:00 PM.

BPSR 0636 shows no change from BPSR 0335 in information for the Dorchester, Milton and Boston Stage.

BPSR 0636 has no listing for a Dedham and Boston Stage. It was probably discontinued because of competition from the Dedham Branch of the Boston & Providence Railroad, which opened in 1835.

Service on the Quincy Stage route is again the same in BPSR 0636 as it has been for many years.

BPSR 0636 shows no change from BPSR 0335 in service on the Weymouth, Randolph & Braintree Stage route.

Information for the Hingham and Boston Stage is mostly the same in BPSR 0636 as in BPSR 0335. Boston arrival time changes to a more plausible 9:00 AM, and Boston departure time changes to 4:00 PM.

Information for the Canton Stage is the same in BPSR 0636 as in BPSR 0335.

Information for the Medford Stage old line is the same in BPSR 0636 as in BPSR 0335.

BPSR 0636 shows weekday departure times for the Medford Stage New Line changed to 8:00 AM and 2:30 PM from Medford and to noon and 5:30 PM from Boston. Weekend times are unchanged from BPSR 0335.

Information for the Woburn and Boston Stage is the same in BPSR 0636 as in BPSR 0335, except that the name of the hotel from which the stage departs in Woburn is no longer included.

BPSR 0636 shows the same information as BPSR 0335 for the South Reading and Boston Daily Accommodation Stage.

Information for the Waltham, Watertown, and Boston Mail Stage is the same in BPSR 0636 as in BPSR 0335.

Information for the Salem and Boston Stage Coaches and for the same company's stages over the Forest River Road is the same in BPSR 0636 as in BPSR 0335.

The Salem and Boston Early Morning Stage listed in BPSR 0335 is replaced in BPSR 0636 with a stage leaving Wildes' in Boston daily except Sunday at 8:00 AM and 3:00 and 3:30 PM, and leaving Salem at 7:00 and 8:00 AM and 2:00 PM. On Sundays a stage leaves Boston at 8:30 AM and leaves Salem at 4:00 PM.

The Salem stage from Wesson's Massachusetts Coffee House that appeared in BPSR 0335 is not listed in BPSR 0636.

The listing for the Salem, Lynn, Chelsea and Boston Stage over the Turnpike is the same in BPSR 0636 as in BPSR 0335.

The service by Salem and Boston Reliance and Naumkeag Coaches that was listed in BPSR 0335 does not appear in BPSR 0636.

Information for the Salem and Boston Stage through Danvers is the same in BPSR 0636 as in BPSR 0335 and BPSR 0733.

The North Shore routes shown in BPSR 0335 as being run by E. Kimball are not shown in BPSR 0636.

The Lynn, Saugus and Boston Daily Coach that appeared in BPSR 0335 is replaced in BPSR 0636 with a Lynn and Boston Accommodation Stage. It leaves Lynn Village House daily at 8:00 AM and leaves Wildes' in Boston at 4:00 PM. Otis Wright is the agent.

BPSR 0636 has a new listing for a Nahant and Boston Stage. It leaves Nahant daily at 7:00 AM and 4:00 PM. It leaves the City Tavern 9:00 AM and 4:00 PM. The fare through is \$1.00.

Information for the Marblehead and Boston Stage is still the same in BPSR 0636 as in BPSR 0335.

BPSR 0636 has a new listing for an East Boston Omnibus *Maverick*, connecting with the ferry "in constant requisition for passengers going to or returning from East Boston."

Information for the Newton Upper Falls Stage is the same in BPSR 0636 as in BPSR 0335 and BPSR 0733.

BPSR 0636 has a new listing for a Newton Lower Falls, Brighton, and Boston Stage. It leaves Newton Lower Falls daily except Sunday at 7:00 AM and leaves the stage office at 7 Elm Street in Boston at 4:00 PM. Routing details are not shown. S. D. Blood is the Driver.

The December 1837/January 1838 Badger & Porter's Stage List and The 1838 Boston Almanac Stage List

The next, and last, issue of Badger & Porter's *Stage Register* available for this study is dated December 1837/January 1838. It is cited below as BPSR 1237. It was the third-to-last issue of BPSR ever published.

The *Boston Almanac*, published annually for nearly 60 years, included lists of coaches serving Boston starting with the 1838 (3rd) edition published in December 1837. These lists

were not included in every issue, either because the information did not change much from year to year, or because the *Almanac* editors wanted to make room for other material. These lists are much less detailed than those of BPSR and include only departure times from Boston if they include times at all. However, they are the most complete available lists of coach service in its final years before steam railroads and horse railroads supplanted it. The 1838 list provides a base against which those in subsequent editions can be compared.

This section compares omnibus service listed in BPSR 1237 with service listed in earlier editions and with service listed in the 1838 *Boston Almanac* (cited as BA 38).

Information for the Charlestown Hourly Coach route is almost the same in BPSR 1237 as in BPSR 0636, but the first trip from Charlestown is at 7:30 AM instead of 7:00, and the last trip from each end of the route is at 8:30 PM instead of 8:00. BA 38 agrees with BPSR that the Boston terminal of this route is 51 Brattle Street, but it provides no information about service frequency or hours of operation.

BPSR 1237 has the same information as BPSR 0636 for the regular line of coaches from Cambridge (Old Parish) to Boston, except that the first trip from Cambridge is at 7:30 instead of 7:00. Information for the New Line of Half Hourly Coaches between Cambridgeport and Boston is unchanged in BPSR 1237. BA38 says only that Cambridge omnibuses run from 51 Brattle Street.

BPSR 1237 shows service on the East Cambridge and Boston Coach route increased from every two hours to hourly, leaving the Union Hotel in Cambridge hourly from 7:00 AM to 7:00 PM, and leaving the head of State Street in Boston on the south side of City Hall “hourly through the day.” (From 1830 to 1841, the Old State House served as Boston City Hall.) BA 38 says that East Cambridge Omnibuses leave from Waite’s Old Province House.

Information for the Lexington, West Cambridge and Boston Accommodation Stage is the same in BPSR 1237 as in BPSR 0636, except that the Boston departure location is changed to Davenport’s at 36 Hanover Street from the City Tavern on Brattle Street. In BA 38, the only route to West Cambridge and Lexington is shown as running through to Concord Mass. It leaves Earl’s daily at 3:00 PM in winter and 4:00 PM in summer.

BPSR 1237 shows service frequency on the Roxbury Old Line increased to every 15 minutes from every half hour. Departures, daily except Sunday, are from 7:00 AM to 8:30 PM (9:00 PM Saturdays) from Roxbury Hill and from 8:00 AM to 9:00 PM from Boston. However, there are no longer separate listings for the New Line or the Ladies Saloon Line that appeared in BPSR 0636. A note says that an omnibus also runs “at stated times” to Brookline and Jamaica Plains, but does not say what those times are. BA 38 says only that Roxbury omnibuses run every quarter hour.

BPSR 1237 does not have a listing for the Jamaica Plains Stage Old Line of stages. On the line of coaches over the Tremont Road, departure times from Jamaica Plains are changed to 7:30 and 10:30 AM, and 2:00, 3:00, and 5:00 PM. The Boston departure location is changed to the Tremont Saloon, with departures at 9:00 AM and 1:00 and 5:00 PM. BA 38 calls this the Jamaica Plains omnibus and agrees with the Boston departure schedule and location, but provides no other information.

Information for the South Boston and Boston Coach is almost the same in BPSR 1237 as in BPSR 0636, but the first trip from South Boston leaves at 8:00 AM instead of 7:00 and the Boston departure location changes to the Washington Coffee House. BPSR 1237 still refers to

Taft's Hotel as the South Boston starting point despite the name change reported in 1836. BA 38 does not have any listing for this route.

A series of newspaper ads in the summer of 1836, after publication of BPSR 0636, announced that John Ford, the former keeper of the United States Hotel, had taken charge of the "new and splendid" Mount Washington House on South Boston Heights. This was a 200-room residential hotel. It had a stable for 150 horses. It also had "the facility of several omnibuses which will arrive and leave every half hour, and be in readiness to convey passengers to and from the different Railroad depots, Steamboats, and business part of the City."

BPSR 1237 has an entry for the "Mount Washington Omnibus, South Boston, (old and new line)." Service is every half hour from 8:00 AM to 8:00 PM. Downtown Boston starting points are on the south side of City Hall at State Street and an office at Harvard Place, opposite the Old South Meeting House on Washington Street. BA 38 does not have any listing for this route.

BPSR 1237 has the same information as BPSR 0636 for the Dorchester, South Boston and City Coach. BA 38 does not have a listing for this route.

BPSR 1237 omits the name *Lion* from the listing for the Boston and Dorchester Omnibus that first appeared in BPSR 0636. Departure times are changed to 9:00 AM and 1:00, 3:00, and 5:00 PM from Eaton's in Dorchester and to 8:00 and 10:00 AM and 1:00 and 3:30 PM from the Washington Coffee House in Boston. BA 38 incorrectly lists the departure times shown by BPSR 1237 at Eaton's as the times at Boston.

BPSR 1237 has the same information as BPSR 0636 for the Dorchester, Milton and Boston Stage. BA 38 shows the second departure from Boston at 4:00 PM instead of 5:00.

As noted above, there was no listing for a Dedham and Boston Stage in BPSR 0636. An ad that ran in the *Boston Post* for a few weeks starting in February 1837 announced the start of two new omnibus routes to be run by Benjamin T. Wrightington. One route ran from Dedham to Boston via Spring Street and Jamaica Plain, with stops in Dedham at the Phoenix Hotel and Shepard's Hotel, and in Boston at the Lafayette Hotel and the Washington Coffee House. Passengers could also be called for or left at any part of the city. The fare was 37½ cents. Departure times were 8:00 AM from Dedham and 3:30 PM from Boston. The assigned coach was the "splendid *Governor Everett*...fitted up in the neatest manner." BPSR 1237 lists this route, with a few changes. The Boston departure location is shown as 9 Elm Street, and the Boston departure time is 4:00 PM. Wm. S. Hodges is the Agent. BA 38 agrees with the Boston departure time but shows a second departure point at Bride's Hotel.

Service on the Quincy Stage route is again the same in BPSR 1237 as it has been for many years. BA 38 agrees with the Boston departure time.

BPSR 1237 shows no change from BPSR 0636 and BPSR 0335 in service on the Weymouth, Randolph & Braintree Stage route. BA 38 shows the Boston departure time as 3:00 PM and does not mention the connection from Braintree to Randolph.

Ads in the *Boston Post* for a few weeks starting in February 1837 announced a new omnibus route from East Randolph (Holbrook) and Braintree to Boston leaving every Monday, Wednesday, and Saturday at 7:00 AM, and leaving Boston at 3:00 PM. The East Randolph terminal was Mr. Lincoln's store. The Boston stops were the Lafayette Hotel and McComber's at 9 Elm Street, but passengers could be called for or left at any part of the city. The fare was not shown. Later ads identified the coach on the route as the "splendid *Governor Everett*"

(previously assigned to the new Dedham route). Benjamin T. Wrightington was the Proprietor of the East Randolph route as well as the Dedham route.

BPSR 1237 shows departure times for East Randolph route changed to 6:00 AM from East Randolph and 4:00 PM from Boston. BA 38 says the Boston departure time is 3:00 PM in winter and 4:00 PM in summer and adds that the fare is 62½ cents.

Information for the Hingham and Boston Stage is probably the same in BPSR 1237 as in BPSR 0636, but in the copy available for review the Boston departure time is cut off. BA 38 says the Boston departure time is 3:00 PM in winter and 4:00 PM in summer.

Information for the Canton Stage is the same in BPSR 1237 as in BPSR 0636 and BPSR 0335. BA 38 says the Boston departure time is 3:00 PM in winter and 4:00 PM in summer.

Information for the Medford Stage old line is the same in BPSR 1237 as in BPSR 0636 and BPSR 0335. Information for the Medford Stage New Line is the same in BPSR 1237 as in BPSR 0636, except that the 5:30 PM weekday departure from Boston is changed to 6:00 PM. BA 38 shows only the Medford New Line and lists Boston departure times as noon and 5:00 PM.

Information for the Woburn and Boston Stage is the same in BPSR 1237 as in BPSR 0636. BA 38 agrees with BPSR on the Boston departure schedule.

BPSR 1237 has a new listing for a Malden and Boston Stage. Boston departures are daily except Sunday at 4:00 PM from 9 Elm Street. Malden departure times are not shown. The fare is 25 cents. This appears to be just be an alternate listing for the South Reading and Boston Daily Accommodation Stage, which also leaves 9 Elm Street at 4:00 PM, and shows an added stop at Malden in BPSR 1237. BA 38 agrees with BPSR on the Boston departure schedule and indicates that the stage continues to South Reading daily and to Reading on Monday, Wednesday, and Saturday.

Information for the Waltham, Watertown, and Boston Mail Stage is the same in BPSR 1237 as in BPSR 0636 and BPSR 0335. BA 38 agrees with BPSR on the Boston departure schedule

BPSR 1237 also has a new listing for a Waltham, Watertown and Boston Accommodation Stage. It leaves the Massasoit House in Waltham daily except Sunday at 8:00 AM and leaves the City Tavern on Brattle Street at 3:30 PM. No other information is provided. BA 38 does not show this route.

Information for the Salem and Boston Stage Coaches and for the same company's stages over the Forest River Road is the same in BPSR 1237 as in BPSR 0636 and BPSR 0335. BA38 lists several stage routes under the heading Salem. A route with trips leaving from the City Tavern at 9:00 and 11:00 AM and 3:00, 4:00, 5:00, and 6:00 PM corresponds with Manning's Salem and Boston Stage Coaches. BA 38 shows a trip leaving 7 Elm Street via Lynn at 3:00 PM, which may refer to Manning's Forest River Road Line leaving 9 Elm Street at 3:00 PM in BPSR.

Information for the Manning stage running three times a day between Wildes' in Boston and Salem, leaving Boston at 8:00 AM and 3:00 and 3:30 PM, is the same in BPSR 1237 as in BPSR 0636. The closest match to this in BA 38 is a stage leaving 84 Ann Street in Boston at 7:30 AM and 2:00 PM.

In BPSR 1237, the listing for the Salem, Lynn, Chelsea and Boston Stage over the Turnpike is replaced with a listing for a Salem & Boston Nine O'clock Stage over the Turnpike. It leaves Salem at 9:00 AM and arrives in Boston "in season for Providence Railroad cars." It leaves

7 Elm Street in Boston at 4:00 PM. William Osborn, Jr., is still the Proprietor. BA 38 also shows a trip leaving 7 Elm Street at 4:00 PM.

Information for the Salem and Boston Stage through Danvers is the same in BPSR 1237 as in previous issues back to BPSR 0733. BA 38 agrees that this stage leaves 11 Elm Street daily at 3:30 PM and refers to it as Low's Omnibus.

Information for the Lynn and Boston Accommodation Stage, for the Nahant and Boston Stage, and for the Marblehead and Boston Stage is the same in BPSR 1237 as in BPSR 0636. BA 38 agrees with the Boston departure time for the Lynn Stage, shows the Boston departure time for the Marblehead Stage as 4:00 PM rather than 4:30, and does not list a Nahant Stage.

BPSR 1237 shows the East Boston Omnibus on a fixed schedule, leaving the Tremont Saloon at 9:00 and 11:00 AM and at 2:00, 5:30, and 7:00 PM. Return times from the ferry landing are not shown. BA 38 shows an additional departure at 4:00 PM.

Information for the Newton Upper Falls Stage is still the same in BPSR 1237 as in issues as far back as BPSR 0733. BA 38 shows the Boston departure time as 3:00 PM rather than 4:00.

BPSR 1237 has a new listing for a Newton Upper Falls Omnibus. It runs between Upper Falls and Newton Corner to connect with B&W RR. It leaves each place twice each day except Sunday and arrives "in season for passengers to take the cars for Boston and Worcester each way." Richard Carpenter is the Proprietor. This route would have followed the present Elliot and Centre Streets, passing through Newton Highlands and Newton Centre.

Information for the Newton Lower Falls Stage is the same in BPSR 1237 as in BPSR 0636, except that the driver is no longer identified. BA 38 shows this stage running on Monday, Wednesday, and Saturday, but BPSR says it runs daily except Sunday. BA 38 says the fare is 62½ cents.

BPSR 1237 has a new listing for a Brighton omnibus. It starts from opposite the Tremont Saloon in Boston daily except Sunday at 9:00 and 11:00 AM. Trips leave Brighton at 8:30 AM and 2:00 PM. BA 38 shows the Boston departure times for this route as 11:00 AM and 4:00 PM and calls it the Brighton and Brookline Omnibus.

A newspaper ad dated May 16, 1837, for the Newton Railroad House (near the Boston & Worcester Railroad station at Newton Corner) mentions that: "an omnibus also runs between this house and Waltham, for the accommodation of passengers on the arrival of the cars."

1838 Boston Omnibus Regulation

During the early years of coaches and omnibuses running on fixed routes and schedules in Greater Boston, there does not seem to have been any direct government oversight of them. Under a Massachusetts state law first enacted in 1795 and amended in 1796, persons employing "any Coach, Chariot, Coachee, or other Carriage in the town of Boston for the purpose of conveying persons for hire" were required to obtain licenses from the board of selectmen. The selectmen were empowered to make rules and regulations for the standing of such carriages in the streets of the town. The title of the act said in part that it was for regulating Hackney Carriages. Stagecoaches, and later omnibuses, were apparently not considered as being "for hire," as they did not run on demand and the passengers riding in them could not expect to have exclusive occupancy.

By 1838, the increasing numbers of stagecoach and omnibus routes were producing conflicts over use of terminals, both among coach drivers, and between drivers and proprietors of

businesses that the coaches parked in front of between trips (such as the 1834 dispute related earlier).

In October 1838, the Boston Board of Aldermen enacted “An Order to establish Stands for Omnibuses in the streets of the city.” The order, published in the October 5, 1838, *Boston Post*, specified five omnibus stands:

- A. A stand on the northwesterly side of Scollay Square was reserved for two Roxbury omnibuses belonging to Horace King.
- B. A stand on the easterly side of Tremont Street near King’s Chapel Burying Ground was to be used by one Roxbury omnibus belonging to a Mr. Munroe, and for one South Boston omnibus.
- C. On the northerly side of Brattle Street was a stand for one Cambridge omnibus, one East Cambridge omnibus, and one Charlestown omnibus.
- D. On the northerly side of Milk Street was a stand for one Dorchester omnibus.
- E. On the easterly side of Tremont Street near Bromfield Street was a stand for one East Boston and one Jamaica Plain omnibus.

(The letters in the list above were not used in the *Boston Post* article but are keyed to the map of omnibus stands on Figure 8, which can be found in Chapter 6.)

It was further ordered that no omnibus was to remain at any stand for more than 20 minutes, and that the City Marshall was to direct the places on these stands that each omnibus was to occupy. The 1838 order did not specify the routes that omnibuses were to use in traveling to or from these stands, nor did it specify terminals for coaches that the Aldermen apparently did not consider to be omnibuses.

The 1839 Boston Almanac Stage List

The 1839 edition of the *Boston Almanac*, cited below as BA 39, was published in December 1839. Comparisons with BA 38 are as follows.

BA 39 shows Charlestown omnibuses leaving from 45 Brattle Street in Boston instead of 51 Brattle, but service frequency is still not specified.

BA 39 shows the Cambridge omnibus that formerly left from 51 Brattle Street in Boston leaving from 45 Brattle. The East Cambridge line, shown in BA 38 as running from Waite’s Old Province House is shown in BA 39 as running from the City Tavern. BA 39 again shows service to West Cambridge and Lexington being provided by a through route to Concord.

Information for Roxbury Omnibuses and for the Jamaica Plain Omnibus is the same in BA 39 as in BA 38.

BA 39 still has no listing for a coach or omnibus route from South Boston Point or Mount Washington in South Boston, or a Dorchester, South Boston and City coach.

Information for the Dorchester Omnibuses and for the Dorchester and Milton Stage is the same in BA 39 as in BA 38.

Information for the Dedham Stage is the same in BA 39 as in BA 38, except that the hotel stop in Boston is identified as the Lafayette.

Information for the Quincy Stage is the same in BA 39 as in BA 38.

BA 39 refers to the Weymouth Stage as Weymouth and Braintree Stage, but otherwise has the same information as BA 38.

Information for the East Randolph Stage, for the Hingham Stage, and for the Canton Stage is the same in BA 39 as in BA 38.

Information for the Medford Stage New Line, for the Woburn Stage, and for the Malden Stage is the same in BA 39 as in BA 38,

Information for the Waltham and Watertown Stage is the same in BA 39 as in BA 38.

BA 39 shows a substantial reduction in stage service between Salem and Boston, presumably because of the opening of the Eastern Railroad between East Boston and Salem in 1838. The reduced stage service consists of one trip leaving the City Tavern daily except Sunday for Salem at 9:00 AM and a trip leaving Salem from Boston at 5:00 PM. Another stage leaves 11 Elm Street daily except Sunday at 3:00 PM for Salem. The Lynn Stage is no longer listed in BA 39.

Information for the East Boston Omnibus is the same in BA 39 as in BA 38.

Information for the Newton Upper Falls Stage, for the Newton Lower Falls Stage, and for the Brighton and Brookline Omnibus is the same in BA 39 as in BA 38.

1839 Roxbury Stable Fire

Just after midnight on March 17, 1839, the stables of the Roxbury opposition line of omnibuses erupted in flames, causing the total loss of the building and the deaths of 20 horses. The cost was estimated at \$3,000. According to the March 19 *Boston Post*, the fire was believed to have been set, as the hostler had been locked inside as he slept when the fire started and was barely rescued in time. During the fire, a party of men reportedly gave nine cheers in front of the house of Mr. Munroe, the former proprietor of the opposition line, and then proceeded to the Norfolk House where the stables of the old Roxbury line were located and gave more cheers.

On March 20, the Directors of the Norfolk House published an ad refuting allegations of cheering on the night of the fire. The Directors wished to protect the reputations of Mr. King, lessee of their line of coaches, and of any persons employed by him against insinuations that they or persons sympathetic to them were responsible for the fire.

CHAPTER 6

BOSTON LOCAL STAGE AND OMNIBUS SERVICE 1840 TO 1853

The 1840 Boston Almanac Stage and Omnibus Lists

The 1840 edition of the *Boston Almanac* (cited as BA 40) has separate lists for routes that it classifies as stages and those that it classifies as omnibuses. BA 40 also provides more detailed information about several omnibus and short-distance coach routes than is included in BA 38 or BA 39.

In BA 40, the Boston departure point of the Brookline and Brighton, East Boston, and Jamaica Plain routes, all on the omnibus list, is described as “Tremont Saloon, opposite the Tremont House” (at the corner of Beacon Street). The Jamaica Plain Post Office is the outer terminal of the Jamaica Plain route, with departures from there at 7:00 and 11:00 AM and at 2:00, 4:00, and 5:00 PM. Boston departures are listed only as 9:00 AM and 4:00 and 6:00 PM.

The Brighton omnibus leaves the Cattle Fair Hotel in Brighton daily at 7:00 and 11:00 AM and 4:00 PM, and it leaves Boston at 9:00 AM and 1:00 and 6:00 PM.

The Charlestown omnibus leaves Simond’s Hotel in Charlestown at 7:30 AM and 51 Brattle Street at 8:00 except on Sundays, continuing hourly from each place until the 8:30 PM round-trip from Charlestown.

Three omnibus lines serve Cambridge. The Cambridge and Cambridgeport, or Old Parish Line, has hourly departures from 7:30 AM to 8:00 PM. The New Line of Cambridgeport coaches offers service every half hour from 7:30 AM to 8:00 PM except Sundays. The East Cambridge Line leaves the Union Hotel in East Cambridge except on Sundays at 8:00 AM and every two hours until 6:00 PM. Departures on this route from the City Tavern in Boston are every two hours from 9:00 AM to 7:00 PM, except there is no 1:00 PM trip. This is a reduction from the hourly East Cambridge service shown in BPSR 1237.

The Dorchester omnibus leaves the Washington Coffee House in Boston except Sundays at 8:00 and 10:00 AM and at 1:00 and 3:30 PM, and leaves Captain Eaton’s Store in Dorchester at 9:00 AM and at 1:00, 3:00, and 5:00 PM. These are the same times shown in BPSR 1237, correcting transposed times in BA 38 and BA 39.

Roxbury omnibus service, still shown as though provided by only one operator, is described as leaving Roxbury Hill every morning except Sunday at 7:00 AM and Norfolk Avenue in Boston at 8:00 AM, and continuing to leave each place every 15 minutes throughout the day until 8:00 PM from Roxbury and 9:00 PM from Boston.

South Boston has two omnibus routes listed in BA 40. One, probably from South Boston Point, has hourly service all day, starting at 7:00 AM. The other, specified as from Mount Washington, has half-hourly service all day. Neither route is listed in BA 38 or BA 39. BPSR 1237 shows six round-trips a day on the South Boston Point route and half-hourly service on the Mount Washington route.

BA 40 shows the Dedham coach, classified as an omnibus, leaving the Phoenix Hotel in Dedham via Spring Street and “the Plain” at 7:30 AM except Sundays and leaving the City Tavern in Boston at 4:30 PM. These are slight revisions from the times of 8:00 AM at Dedham and 4:00 PM at Boston shown in BPSR 1237.

Medford coach service, shown on the omnibus list in BA 40, appears to be a consolidation of the former Medford Old and New Lines, with departure times revised to eliminate redundancy. Departures from 9 Elm Street are at 9:30 AM, noon, and 5:00 and 8:00 PM (9:00 PM Saturdays), with only the 9:00 AM and 8:00 PM trips on Sundays. Departure times from Medford are not shown.

For the Waltham and Watertown coach, moved to the omnibus list, Boston departure time remains at 4:00 PM.

BA 40 moves the East Randolph coach to the omnibus list. Departures are still at 3:00 PM from 9 Elm Street on Monday, Wednesday, and Saturday. A summer departure change to 4:00 PM is not shown. BA 40 also has a new listing for a West Randolph omnibus, leaving Doolittle's at 17 Union Street in Boston Monday, Wednesday, and Friday at 3:00 PM in winter and 4:00 PM in summer.

BA 40 still shows a Malden stage leaving 9 Elm Street daily at 4:00 PM. As before, this is apparently the same stage that continues to South Reading daily and to Reading three days a week. The omnibus list has an entry only for the Reading service, and shows it as daily rather than tri-weekly.

BA 40 shows a Quincy stage still leaving Boston daily at 4:00 PM, as it had for many years.

The Woburn stage still runs only on Monday, Wednesday, and Saturday, leaving 9 Elm Street in Boston at 4:00 PM.

The Weymouth and Braintree route is still listed as a stage, with Boston departures still daily at 3:00 PM from 11 Elm Street.

BA 40 still classifies the routes to Boston from Newton Upper Falls and to Newton Lower Falls as stages, with Boston departure times the same as in BA 39 and BA 38.

BA 40 also includes a listing for the Upper Falls omnibus from the Boston & Worcester Railroad Station at Newton Corner that had appeared in BPSR 1237 but not in BA 38 or BA 39. The omnibus still makes two trips each way daily except Sunday, "arriving in season for passengers to take the cars for Worcester and Boston each way."

BA 40 shows a further reduction in stage service between Boston and Salem, with a single remaining trip leaving 11 Elm Street daily except Sunday at 3:00 PM.

1840 Omnibus and Coach Ads and News

An ad in the January 30, 1840, *Boston Post* offered for sale "a superior omnibus sleigh, capable of carrying 22 or 23 passengers, adapted for 2 or 4 horses, is of superior finish, nearly new, having been run but one week and was built expressly for the Mount Washington House, South Boston."

The May 20, 1840, *Post* included a list of petitions brought before the Boston Mayor and Aldermen that week. Among these was that of Simeon Butler for a stand for the West Cambridge (Arlington) omnibus in Brattle Street. John H. Rogers and others petitioned to have part of Tremont Street paved with wood, partly at their expense.

An ad dated February 29, 1840, for sale of four new dwelling houses in Cambridge "on the main street, near the Middlesex High School" said that omnibuses passed there every hour through the day.

An ad dated June 10, 1840, over the name of Richard Yates said that he had taken over the Tavern House at South Boston Point, formerly occupied by “Mr. Taft.” According to the ad, an omnibus left the house every morning except Sundays at 8:00 AM and in the evening at 7:00. These appear to be just the times of the first and last trips of the day, as BA 40 shows hourly departures from Boston for South Boston Point starting at 7:00 AM.

A letter to the editor in the August 8, 1840, *Post*, listing some of the advantages of residing in West Cambridge included for one that “an omnibus runs from here to the city twice a day.”

The 1841 and 1842 Boston Almanac Stage and Omnibus Lists

The 1841 *Boston Almanac* (BA 41) stage and omnibus lists show few changes from the 1840 lists, and most of these are only minor changes in departure times.

The Brookline and Brighton omnibus has the same schedule as before of three round-trips a day in the summer. In the winter, service is cut back to two round-trips a day, leaving Brighton at 8:00 AM and 2:00 PM and leaving Boston at 11:00 AM and 4:00 PM.

The Jamaica Plain omnibus also has separate summer and winter schedules. Summer departures are at 7:00 and 11:00 AM and 4:00 PM from the Jamaica Plain Post Office and at 9:00 AM and 1:00 and 6:00 PM from the Tremont Saloon. Winter departures are at 8:00 AM and 2:00 PM from Jamaica Plain and at 11:00 AM and 4:00 PM from the Tremont Saloon.

The East Boston omnibus schedule, which was the same in 1840 as in 1838, is reduced in 1841, with an 8:00 PM trip replacing the former 5:30 and 7:00 PM trips.

A brief news item in the June 12, 1841, *Post* announced that a highly finished omnibus built by Breck, of Worcester, had just been put on the Roxbury route. It was named the Wm. H. Harrison, for the U.S. President who had died that April after only one month in office.

The 1842 *Boston Almanac* (BA 42) shows few additional changes in omnibus and stage service. After 1842, the Almanac continued to include omnibus lists but discontinued publishing stage lists. This change was presumably prompted by the rapidly expanding railroad network and declining number of stage routes serving Boston directly.

In BA 42, The Dorchester omnibus route is described as Dorchester and Mount Bowdoin, but times are not shown.

The Roxbury omnibus terminal in Boston is shown in BA 42 as Court Street instead of Norfolk Avenue, making it more consistent with the Scollay Square stand assignment of 1838.

A South Boston omnibus is shown leaving Court Avenue every half hour commencing at 7:00 AM. Court Avenue ran from 87 Washington Street to the then-new county courthouse.

In BA 42, the Medford line that had been classified as an omnibus in BA 40 is moved back to the stage list. The omnibus list in BA 42 includes a Medford “cab” leaving the City Tavern at noon and 4:00 PM. This would have been a smaller coach, probably charging a premium fare for those not wanting to mingle with the general public in their travels.

In BA 42, Malden stage departures from 9 Elm Street have increased to noon, 4:00, and 6:00 PM daily, with the 4:00 trip continuing to South Reading daily and to Reading except on Sundays. Separately listed is a Malden stage leaving from 36 Hanover Street daily at 4:00 PM and continuing to South Reading.

In BA 42, The Woburn stage, which had run only on Monday, Wednesday, and Saturday for many years, leaves 9 Elm Street daily, still at 4:00 PM.

No Dedham stage or omnibus is listed in BA 42, the proprietors apparently having surrendered their business to the Dedham Branch of the Boston & Providence Railroad.

In BA 42, the East Randolph omnibus is reclassified as a stage. Boston departure time changes to 4:00 PM from 3:00 PM in the summer. The West Randolph omnibus, which had first appeared in BA 40, is still on the omnibus list in BA 42, with no change in schedule information.

In BA 42, the Watertown and Waltham route is moved back to the stage list from the omnibus list. Boston departure time changes to 4:00 PM from 3:30.

Information for the Weymouth and Braintree route in BA 42 is unchanged from BA 40.

BA 42 still shows a single trip leaving 11 Elm Street in Boston daily except Sunday for Salem.

One of the few omnibus lines to use paid newspaper advertising in the 1840s was the Boston and Mount Auburn line. An ad that ran in the *Post* starting June 4, 1842, showed an omnibus leaving from 45 Brattle Street in Boston hourly from 8:00 AM to 5:00 PM and from Mount Auburn hourly from 9:45 AM to 6:45 PM. Mount Auburn meant Mount Auburn Cemetery (dedicated in 1831) at the intersection of Mount Auburn and Brattle Streets on the border of Cambridge and Watertown. The fare was 25 cents.

The same ad showed an omnibus to the Fresh Pond Hotel in Cambridge, as though it was a separate route, but in reality, it was an extension of alternate Mount Auburn trips. These trips left 45 Brattle Street every two hours from 9:00 AM to 5:00 PM and left the hotel at 20 minutes before the odd hours from 11:00 AM to 7:00 PM.

The Fresh Pond Hotel was at what is now Kingsley Park on the east side of Fresh Pond. The northern end of the road between Fresh Pond and Mount Auburn was on the present line of Fresh Pond Parkway, but new development has replaced the southern end.

Alternate service to Fresh Pond was available via the Charlestown Branch Railroad. Originally built to carry ice from Fresh Pond to a wharf in Charlestown for export, this line began carrying passengers in January 1842.

A notice in the August 11, 1842, *Boston Atlas* announced an auction of all assets of the South Boston Hourly Coach Company, to be held on August 25. These included “30 horses, adapted for all harness and some very superior animals among them—6 Omnibuses—Carryalls—Chaise—Wagons—Sleighs—harnesses &c. &c. &c. usually found in such an establishment.” The location of the sale was the Mount Washington House Stable.

1843 Omnibus Schedules, News, and Ads

The 1843 *Boston Almanac* (BA 43) devotes several pages to descriptions of all the steam railroad lines radiating from Boston. It does not have a stage list, nor does any subsequent issue of the *Almanac*. BA 43 has an omnibus list for which the content is identical to that of the list in BA 42. There is no indication if the publishers attempted to verify that the information was still correct.

Several of the short-distance stage routes of interest to this work were reclassified as omnibus routes in the *Boston Almanac*, starting with the 1844 edition. At this writing, the author has been unable to confirm when the short-distance stage routes that were not transferred to the omnibus list were discontinued. These were the routes to from Boston to Salem, Newton Lower Falls, Newton Upper Falls, and Hingham. The East Randolph route was running as late as 1849.

The single remaining trip from Boston to Salem probably did not survive much beyond 1842, given the railroad competition. The omnibus route between Newton Upper Falls and the railroad station at Newton Corner eliminated much of the reason to maintain through omnibus service between Upper Falls and Boston. The Boston & Worcester Railroad opened a branch to Newton Lower Falls in 1847, initially running four round-trips a day. If the Lower Falls stage had not already been discontinued by then it could not have lasted much longer. The Fall River Railroad, which opened in 1846, had a station on the border of East Randolph and West Randolph. This would have soon eliminated the need for the East Randolph stage. The South Shore Railroad, which opened in 1849, connected Hingham with the Old Colony Railroad in Braintree. Hingham had also had seasonal steamboat service to Boston since 1832.

Some additional information about stage or omnibus service in 1843 was found in newspaper ads and stories.

An April 18, 1843, ad by Samuel K. Bayley Carriage Repository and Horse Bazaar at the corner of Milk and Devonshire Streets announced an auction of three old-style railroad car bodies in the form of coaches “all sound and unbroken, but superseded by later railroad improvements. They appear suitable for omnibus bodies or for winter stages to put on runners.” The sale location was “the old Depot, 617 Washington Street,” where the Boston & Worcester Railroad had first terminated when it opened in 1834.

Effective May 23, 1843, all service on the Mount Auburn and Fresh Pond omnibus route ran through to and from Fresh Pond. Departures from 45 Brattle Street were hourly from 8:00 AM to 5:00 PM. Departures from Fresh Pond were hourly from 9:40 AM to 6:40 PM. The fare was still 25 cents.

A schedule for the Charlestown Branch Railroad effective June 10, 1843, showed departures from Charlestown every two hours on the even hours from 6:00 AM to 6:00 PM, and from Fresh Pond on the odd hours from 7:00 AM to 7:00 PM. The fare was 12½ cents. The ad implied that the service could also be used to reach Mount Auburn, either by transferring to the omnibus or by walking.

An ad dated July 11, 1843, for the Maverick House hotel in East Boston included the information that “facilities for visiting and returning from the city twelve times a day are offered by the omnibus and cabs at 12½ cents each.” This service connected with the East Boston ferry, which passengers could also access by walking about one-quarter mile. The ad said “two boats now ply over the ferry every five minutes.”

A notice in the August 9, 1843, *Boston Post* for an auction of house lots in Brookline between Boylston and Walnut Streets noted as a selling point “the convenience of the Boston omnibus, which passes near by at convenient hours each day.”

Another August 1843 ad announced an auction to be held September 14 of the “large and commodious estate now occupied by the Mount Washington Omnibus Establishment” on Broadway in South Boston “near the Asylum for the Blind.” The buildings on the land included a dwelling house, large stable, and wheelwright and blacksmith shops. The Asylum had taken over the former Mount Washington Hotel, on East Broadway between G and H Streets, and without the hotel the omnibus line had lost its main source of traffic. The horses and vehicles had already been auctioned off a year earlier, as noted above.

An article in the November 20, 1843, *Post* reported that the Fitchburg Railroad would be open to Waltham the following Monday. The Fitchburg initially used the track of the

Charlestown Branch Railroad between West Cambridge and Charlestown and terminated in Charlestown near the Warren Bridge instead of crossing the Charles River into Boston. A connecting omnibus was run between the Charlestown Depot and the Brattle Street Stage Office, for an additional fare. This article reported the surcharge would be 6¼ cents, but an ad from the Fitchburg on November 22 showed the fare from Waltham as 20 cents to Charlestown or 25 cents to Brattle Street.

The November 20 article also noted that the Boston and Worcester Railroad had been serving Waltham via an omnibus connection and would be lowering its through fare to Waltham to 20 cents to compete with the Fitchburg.

The 1844 Boston Almanac Omnibus List

By 1844, intercity stage routes from Boston had dwindled so much in the face of railroad competition that the *Boston Almanac* did not resume including lists of them. Remaining coach routes to points within 10 or 15 miles of Boston were included in the omnibus listings from then on.

The only significant addition in the 1844 list was a Chelsea omnibus. It left Chelsea daily except Sunday at 8:00 AM and every two hours until 6:00 PM. Departures from the Old South Meeting House in Boston were at 9:00 AM and every two hours until 7:00 PM. There was no mention of the Chelsea ferry in the listing for this line, so it was apparently a through route via the Chelsea and Charlestown bridges.

An ad from the Winnisimmet Company in the April 19, 1844, *Post* offered the Chelsea Hotel to be let as a temperance hotel and boarding house. The ad noted the easy and convenient communication with the city “by omnibuses, and by ferry steamers constantly plying between Boston and Chelsea.”

The 1844 *Almanac* showed only the route from 9 Elm Street serving Malden and South Reading (but not Reading), and did not show departure times. On the final stage list in 1842, the Malden route had three daily departures with one continuing to Reading.

Likewise, for the other routes transferred to the 1844 omnibus list from the 1842 stage lists, Boston departure locations were shown without departure times or operating days. These were the routes to Medford, Woburn, Waltham via Watertown, Weymouth via Braintree, and Quincy.

On the 1842 list there were four daily departures for Medford from 9 Elm Street and two other departures from the City Tavern. The 1844 list includes only the Elm Street route. The other four reclassified routes had only a single daily or daily-except-Sunday departure from Boston on the 1842 stage list.

The 1845 Boston Almanac Omnibus List

The 1845 *Boston Almanac* (BA 45) shows some changes from previous years in omnibus service.

The amount of service on the Brookline route is greatly increased, with departures from Boston at 8:30 and 9:00 AM, noon, and 1:00, 4:00, 6:00, and 7:00 PM. The 9:00, 1:00, and 6:00 trips continue through to Brighton.

The East Cambridge route has an added trip from Boston at 1:00 PM, filling a former gap between 11:00 and 3:00, resulting in service every two hours from 9:00 AM to 7:00 PM.

Two competing lines serve Charlestown. The older line has half-hourly service from 45 Brattle Street. The “opposition cab” offers hourly service from 61 Court Street.

There is no entry for East Boston omnibus service in the BA 45 list.

Service on the Dorchester line is expanded to seven departures, leaving the Washington Coffee House at 8:00, 9:00, and 11:00 AM, and at 1:00, 3:00, 5:00, and 6:00 PM.

A Malden route is shown, with departures from 9 Elm Street at noon and 4:00 PM, but only the 4:00 trip continues to South Reading. Medford trips leave the same terminal at the same times as the Malden trips and at 9:30 AM and 8:00 PM.

Quincy service has doubled, with a departure from 9 Elm Street at noon, in addition to the 4:00 PM trip that had run for many years.

The former Waltham and Watertown route from 11 Elm Street now runs only as far as Watertown; it is apparently no longer able to compete with Fitchburg Railroad service to Waltham. There is still a single departure daily except Sunday at 4:00 PM.

The Boston departure time for the Weymouth line is changed from 3:00 PM to 2:00.

Other 1845 Omnibus News and Ads

An ad dated May 27, 1845, for the Mount Auburn omnibus calls it the Mount Auburn Old Line. Service has increased to every 30 minutes, leaving 45 Brattle Street on the hour and half hour from 8:00 AM to 5:30 PM, and leaving Mount Auburn on the quarter and three quarter hours from 9:15 AM to 6:45 PM. There is no mention of Fresh Pond service. The fare is reduced to 20 cents. The ad is over the names of A. Willard and M. Bills.

An ad dated June 2, 1845, for the Charlestown Branch Railroad shows a reduction in service compared with 1842. Trains leave Charlestown at 5:15, 9:15, and 11:15 AM and at 1:00, 3:00, and 5:00 PM. Trains leave Fresh Pond at 7:15 and 10:15 AM, noon, and 2:00, 4:00, and 6:30 PM. The Empire Line of Omnibuses provides connecting service, leaving the Fitchburg Railroad office at 47 Brattle Street 15 minutes before departure of each train from Charlestown. The fare is 12½ cents from Charlestown to Fresh Pond with an additional 6¼ cents for the Brattle Street connection. The ad also says that a line of omnibuses has been arranged to carry passengers from the depot at Fresh Pond to Mount Auburn on the arrival of every train. This apparently replaces the through omnibus service from Boston to Fresh Pond via Mount Auburn.

A July 1845 ad for house lots in the Mount Bowdoin section of Dorchester says “omnibuses run to and from the city many times a day” but does not provide more specific details.

A brief item in the August 22, 1845, *Boston Post* reports that an “omnibus boy” had fallen and broken a leg while attempting to put a box on the Mount Pleasant omnibus in Roxbury.

The August 23, 1845, *Post* has an article about some problems in operation of the Roxbury omnibuses. Drivers of the competing lines are reportedly racing on Washington Street. Mr. King of the old line has 16 four-horse coaches on the road. They are the most comfortable to ride in but hard to maneuver on the narrow streets in Boston.

Pollard’s Mount Pleasant Line has four two-horse coaches, intended to hold 14 passengers each. This line offers Sunday trips, but passengers are supposed to use them only to attend church services and not for conducting any “secular errands.”

Towle’s Empire Line of four two-horse coaches serves Roxbury Highlands. The competition introduced by this line is said to have started a move toward lower fares on all lines.

The Tremont Road line has three coaches. No additional details are provided other than that it is “well supported by the little villages on that road.”

The Canton Street line of four coaches has a fare of twenty tickets for a dollar, while all Roxbury Lines offer fares of four tickets for a quarter.

New steam railroad competition for some of the established omnibus lines was introduced in 1845. On July 1, the Boston and Maine Railroad, which had previously run its trains to Boston via the Boston and Lowell Railroad, opened an independent connection from near Wilmington Junction to Haymarket Square. This route included stations in Reading, South Reading, Melrose, Malden, and Charlestown.

On November 10, 1845, the Old Colony Railroad opened from Plymouth to a temporary terminal in South Boston, near the present Broadway MBTA station. A coach connection into Boston was provided until March 1846, when the Old Colony was completed to the Boston & Worcester Railroad terminal on Beach Street. Towns along the line with established omnibus service included Weymouth, Braintree, Quincy, and Dorchester.

The 1846 Boston Almanac Omnibus List

The 1846 *Boston Almanac* (BA 46) shows more changes in omnibus service compared with prior years.

The South Boston route from Court Avenue at Washington Street, which had half-hourly service in 1845, has only hourly service in 1846.

The East Boston route, which was not listed at all in 1845 and was listed without times after 1841, has departures from the Tremont Saloon at 8:00 and 10:00 AM, noon, and 3:00, 5:00, and 7:00 PM in BA 46.

The Brookline and Brighton route is identified only as a Brighton route in 1846, but all trips cover the full route instead of the majority ending at Brookline. Departure times from the Tremont Saloon are changed to 9:00 and 11:00 AM and 1:00, 3:00, 6:00, and 7:00 PM.

Service on several routes to Cambridge is combined in one listing in 1846, described as Cambridge, Cambridgeport, and Mount Auburn, leaving every 15 minutes from 45 and 19 Brattle Street. Service to East Cambridge is still listed separately, with hourly departures from the City Tavern (on Brattle Street).

The West Cambridge omnibus, mentioned in the *Boston Post* in 1840, but not listed in the *Almanac* for the next few years, appears in BA 46 as a West Cambridge and Lexington route, leaving 54 Court Street in Boston at 11:00 AM and 6:00 PM.

There is only one Charlestown service listing in BA 46, with departures shown as every 15 minutes from 45 and 19 Brattle Street.

Jamaica Plain departures are changed from 9:00 AM and 1:00 and 6:00 PM in BA 45 to 8:00 AM, noon, and 4:00 and 7:00 PM in BA 46.

There are separate listings in BA 46 for four of the Roxbury lines described above in the August 23, 1845, *Post* article. The first three all leave from Washington Street at the Court House. Horace King’s line runs every 15 minutes. The Mount Pleasant line and Towle’s line each run every half hour. The Tremont Road line runs every half hour from Washington Street. The Canton Street line isn’t listed.

A new listing in BA 46 shows a line running every 15 minutes between Washington Street and Dock Square.

There are few changes in service on the longer routes in BA 46. Malden service has increased to three trips a day, leaving 9 Elm Street at noon and 4:00 and 5:00 PM, with the 4:00 trip still continuing to South Reading.

Service on the Watertown route has increased to four daily trips, leaving 11 Elm Street at 9:00 AM, noon, and 3:30 and 5:00 PM.

Other 1846 Omnibus News and Ads

A March 1846 ad for a house and land for sale on Central Street in Dorchester notes that it is “near Rev. Dr. Codman’s meeting-house—an omnibus starting point, and but a short distance from Harrison Square railroad depot.”

A May 1846 ad for sale of 14 house lots on Columbia and Union Streets in Dorchester lists among many advantages of the location that the lots are within five minutes’ walk of the Dorchester and Boston omnibus routes.

An ad dated June 15, 1846, shows the Mount Auburn omnibus again running through to Fresh Pond. Departures from Brattle Street in Boston are every 15 minutes from 8:30 AM to 5:30 PM. Departures from the Fresh Pond Hotel are every 15 minutes from 9:00 AM to 6:30 PM. Mount Auburn departures are every 15 minutes from 9:00 AM to 6:45 PM. The single fare is still 20 cents but six tickets sell for \$1.00.

A short item in the July 29, 1846, *Post* reports that Edward Pendleton, attached to a South Boston omnibus, was fined \$3.00 and costs for an assault on Samuel Howland, “attached to an opposition machine.”

The August 26, 1846, *Post* reports: “The Lexington and West Cambridge Railroad opened for travel yesterday at rates of fare so moderate that all stage or omnibus competition must be withdrawn. For eleven miles, the passenger fare is 25 cents for single and 22½ cents by the package. The first train for Lexington yesterday had 72 passengers.” This line was initially run as a branch of the Fitchburg Railroad.

The December 12, 1846, *Post* reports: “*Omnibus racing* – William Barnes was fined \$5.00 and costs for furious driving in Washington Street. From conversation overheard out of court, it appeared that some omnibus drivers do not consider eight miles an hour a rapid rate of driving in the city.”

The 1847 Boston Almanac Omnibus List

The 1847 *Boston Almanac* (BA 47) shows increased frequency on several well-established routes along with some new entries, but some older lines have service reductions or are no longer listed at all.

Frequency on the South Boston coach from Court Street is increased from hourly to every 15 minutes.

Service on the East Boston route is increased from three morning and three afternoon departures to hourly. The departure point is listed as the City Tavern.

Two Cambridge routes are listed. A Broadway route leaves 54 Court Street and Brattle Street hourly. A route to Porter’s and Somerville also leaves from 54 Court, at 9:30 AM, noon, and 3:00 and 5:00 PM.

A Charlestown coach runs every seven minutes from 43 Brattle Street.

Five Dorchester lines are listed. The most frequent service is on a line from opposite the Old South Meetinghouse, with departures at 8:00, 9:00, and 11:00 AM and at 3:00, 4:00, 5:00 and 6:00 PM. There are two Dorchester and Milton lines. One leaves from 9 Elm Street at 10:00 AM and 4:00 PM. The other leaves from 11 Elm Street at 10:00 AM and at 4:30 and 5:00 PM. A Grove Hall line leaves from opposite Old South at 11:00 AM and 3:00 and 5:00 PM. A Harrison Square line leaves from an unspecified Boston location at 10:00 AM and 2:00 and 5:30 PM.

Frequency on the Jamaica Plain line from the Tremont Saloon is increased to every two hours from 9:00 AM to 5:00 PM, with a final trip at 6:00 PM.

Probably as a result of the Boston and Maine Railroad's new route into Boston, service on the Malden coach line from 9 Elm Street is cut back to departures at noon and 4:00 PM, with the 4:00 PM trip continuing to South Reading.

Frequency on the Medford line has increased from four trips a day to six, with departures from 9 Elm Street at 9:30 AM and every two hours from noon to 8:00 PM.

The Towle's Roxbury line and the Mount Pleasant line are not listed in BA 47. Service on the Tremont Road line is reduced from half-hourly to hourly.

Service on the Watertown line is reduced to two departures, at noon and 4:30 PM.

There is no listing for a Braintree and Weymouth line or a Quincy line. The Old Colony Railroad main line, opened in 1845, served all three of those towns.

Other 1847 Omnibus News and Ads

Although it was not listed in the 1846 or 1847 *Almanac*, the Canton Street omnibus was still running, as evidenced by the report of the death of a young boy who jumped from it on February 12, 1847, and was run over and killed by a passing Roxbury coach. Canton Street ran perpendicular to Washington and Tremont Streets on the neck of land connecting Boston and Roxbury.

A schedule dated May 26, 1847, for the Mount Auburn omnibus no longer shows service to Fresh Pond, and frequency to Mount Auburn is reduced. Instead of running every 15 minutes, as in 1846, the coaches leave Brattle Street in Boston on the hour, half hour, and 15 minutes before the hour from 8:00 AM to 6:00 PM. Return trips leave Mount Auburn at quarter before, quarter past, and half past every hour from 8:45 AM to 6:45 PM. The "missing" Mount Auburn trips each hour run only between Boston and Harvard Square.

A June 1847 ad for sale of an estate in Dorchester on the Brush Hill Turnpike one-quarter mile from Grove Hall states "an omnibus runs from Grove Hall to Boston several times each day, and will call at the door any time if wanted."

An item in the July 16, 1847, *Boston Post* reads: "Effect of low fares – Since the reduction of fares to sixteen tickets for a dollar, King's Roxbury coaches have carried 2500 passengers a day over the road. The drivers are 'A No. 1'."

A July 1847 ad for sale of two newly built cottages in Newton, 1½ miles from Newton Corner on the road to West Newton, says "an omnibus runs from the depot in connection with trains of cars from Boston. Cars leave the depot of the Boston and Worcester Railroad at 3½ o'clock and return at 6½ o'clock."

Greater Regulation Imposed in 1847

As detailed above, the city of Boston first attempted to regulate omnibus service in 1838 by assigning stands to each route then in operation. This was based on authority granted by the state legislature in 1792 and 1796. As more routes were established over the next decade and service became more frequent on many routes, omnibuses contributed increasingly to congestion on the narrow streets of downtown Boston.

To give Boston and other cities greater control of traffic, the legislature approved Chapter 224 of the Acts of 1847 on April 23, 1847. This act, which superseded the 1796 act, gave the mayor and board of aldermen of any city in the Commonwealth the power to make and adopt rules for the regulation within that city of “omnibuses, stages, hackney coaches, wagons, carts, drays, and all other carriages and vehicles whatsoever” by prescribing their routes and places of standing, “or in any other manner whatsoever” for vehicles used for carriage of passengers or freight, whether with or without horse or other animal power.

Cities were allowed to establish penalties for violation of these rules in amounts not to exceed 20 dollars for each instance of the violation.

The majority of omnibus and other passenger coach routes running in Boston ran to or from other municipalities, and the 1847 law did not specify how conflicting regulations affecting a route were to be resolved.

The June 24, 1847, *Boston Post* reported on such a conflict. The Boston Aldermen proposed to bar Horace King’s larger coaches from Roxbury from coming farther north on Washington Street than Dover Street, and to prevent his smaller coaches from coming farther north on Washington Street than Winter Street. The stand for these coaches was to be near the junction of Tremont and Court Streets, but they would need to use Tremont Street in both directions to get there. Roxbury officials and Mr. King complained that these changes would be a great inconvenience to Roxbury passengers. King estimated that 90 percent of the Roxbury passengers had destinations on or east of Washington Street or north of Winter Street. Some of those favoring the new rules claimed that omnibus business on Washington Street should belong to Boston residents who paid taxes to that city. However, the news story said that the main reason given for the new regulations was that the number of omnibuses running on Washington Street was so great that they frequently blocked it up.

On July 12, 1847, the Boston Board of Aldermen adopted a set of regulations pursuant to the law enacted in April. For simplification, the regulations began by stating “Every, Hack, Stage Coach, Omnibus, Cab, Chariot, Coachee, Landau, or other vehicle, whether on wheels or runners, drawn by one or more horses or other animal power, which shall be used in the City of Boston for the conveyance of persons for hire shall be deemed a Hackney Carriage within the meaning of these regulations.”

Any person setting up or operating a Hackney Carriage in the city was required to obtain a license annually for each such carriage from the Mayor and Aldermen. The license could specify the time at which an omnibus was to leave its stand, but no omnibus was to leave its stand less than five minutes after the departure of the one immediately preceding it.

The annual license fee for each carriage was set at \$1.00 if the stand was on the owner’s premises. For a carriage having a stand in any street or square, the fee was \$2.00 if the capacity did not exceed 14 passengers, or \$5.00 if the capacity exceeded 14.

Every Hackney Carriage was required to have a number posted on the exterior. If used at night, the carriage must have two lighted lamps with the numbers on them.

No licensed Hackney Carriage was to be driven on any route or street other than those specified in the license.

No licensed Hackney Carriage was to stop at any place along its route other than the designated stand except to pick up or leave a passenger, and then only long enough for the passenger to take a seat or leave the carriage.

No Hackney Carriage was to stop abreast of another on any street in the city, nor was it to be stopped in any street, square, lane, or alley in such a way as to obstruct it.

The driver of any licensed Hackney Carriage having a stand in any street or square, railroad depot, steamboat landing, theatre, or museum, while driving or waiting for passengers, was required to wear a hat or cap with a badge showing the number of the carriage.

The final section of the regulations specified the stands and routes within the city of Boston for the omnibuses then in operation. These were probably the routes usually followed already but not previously mandated. The routings beyond the city limits were under the jurisdictions of other municipalities and were therefore not described in the order from the Boston Aldermen. However, given the road network at the time, the location where a carriage entered or left Boston determined much of the route between that point and the outer endpoint. The routes were assigned to six stands (illustrated in Figure 8), described as follows along with the routings:

1. *Roxbury Lines Stand.* The easterly side of Tremont Street, near King's Chapel burying ground. The route for all two-horse coaches shall be down Tremont Street to School, down School to Washington, through Washington or Tremont to Roxbury, and return by the same route. All four-horse coaches to go down Tremont Street to West, then through West to Washington, through Washington Street to Roxbury, and return by the same route. [Note: from a stand on the east side of Tremont Street at King's Chapel, coaches would have had to start by making U-turns to reach these specified routes.]
2. *Chelsea, Jamaica Plain, Brighton, Brookline, and Dorchester Lines Stand.* The westerly side of Tremont Street near the Granary burying ground. The route of the Chelsea Omnibuses down Tremont, Sudbury, and Deacon Streets, through Haymarket Square and Haverhill Streets, return the same way. (Deacon Street was later made part of Sudbury Street, which has now been mostly relocated or incorporated in other streets in conjunction with redevelopment.) The route of the Jamaica Plain, Brighton, and Brookline Omnibuses shall be through Tremont Street or over the Mill Dam to Roxbury and return by the same route. The route for the Dorchester Omnibuses shall be down Tremont Street to Winter, down Winter and Summer to Sea Street, through Sea Street to South Boston, and return through the same streets. [Note: The Mill Dam, on the present line of Beacon Street, would have been used only by the Brighton and Brookline omnibuses. Sea Street was a predecessor of Dorchester Ave.]
3. *Cambridge and Charlestown Omnibuses Stand.* The northerly side of Brattle Street. The route of Cambridge omnibuses shall be through Court, Green, Chambers, and Cambridge Streets. The route of the Charlestown omnibuses shall be through Brattle Square, Elm, Hanover, Union, and Haverhill Streets. The route of the East Cambridge Line shall be through Tremont, Court, Green, and Leverett Streets and return through the same streets. [Note: This confirms that Cambridge omnibuses used the West Boston Bridge, which preceded the Longfellow Bridge, and that the East Cambridge omnibuses

used the Craigie Bridge, on the line of what is now the old Charles River Dam. The Charlestown omnibuses apparently used the Warren Bridge, on the line of the new Charles River Dam.]

4. *South Boston Omnibuses Stand.* The northerly side of Cornhill Street. The route shall be through Washington, Summer, and Sea Streets, and return through the same streets. [Note: At the time, what is now South Boston north of the line of Broadway was still only tidal flats.]
5. *Washington Street Omnibuses Stand.* The westerly end of Faneuil Hall. Route through Washington Street. [Note: this was apparently a local route entirely within Boston city limits, and its traffic was protected by the four-horse Roxbury coaches being required to use Tremont Street north of West Street.]
6. *Dover Street and Chelsea Ferry; Lowell Street and Dover Street; and Smith's Line of Omnibuses Stand.* The northeasterly corner of Dover Street. Routes as follows: The Dover Street and Chelsea Ferry line through Washington Street to Winter, through Winter, Tremont, and Hanover Streets. The Lowell and Dover Street line through Winter, Tremont, Court, Green, Leverett, and Minot Streets. Smith's Line from Dover through Washington to State Street. All the above to return by the same streets. [Note: Dover Street at Washington Street is now East Berkeley Street. The Lowell Street line went to the original Boston & Lowell Railroad depot.]

The few remaining longer omnibus routes such as to Medford, Malden, and Watertown had relatively infrequent service. Either city officials did not find that these routes contributed enough to road congestion to require regulation, or they were not considered to be of enough interest for their regulations to be published in the *Post*.

The Medford route had faced new steam railroad competition starting in March 1847, when the Boston & Maine Railroad opened a Branch line to the center of Medford from the B&M main line north of the present Wellington rapid transit station. Medford had previously been served by a stop at West Medford on the Boston & Lowell Railroad. In June 1847, the Fitchburg Railroad extended the former Charlestown Branch Railroad Fresh Pond line to Watertown Square, with an intermediate station at Mount Auburn. However, Fitchburg Railroad trains still terminated on the Charlestown side of the Charles River until August 8, 1848, the day before the line was extended to a station on Causeway Street.

1848 and 1849 Omnibus News and Ads

The 1848 and 1849 editions of the *Boston Almanac* did not include lists of omnibus routes, but as usual, there some news items and ads related to omnibus service in the Boston papers.

The February 8, 1848, *Boston Post* reported three recent incidents related to road conditions. On February 5, an East Cambridge omnibus overturned on Court Street between Alden and Sudbury Streets but “the horses were disposed to be quiet, and the passengers had not much difficulty in crawling out.” Later the same day, a Canton Street and Lowell Depot Coach was broken down in the same location “with little other harm than wetting the feet of several of the lady passengers, who were obliged to get out.” Two days later, a double sleigh with six people aboard was upset near the same place.

An ad dated April 12, 1848, for fruit trees from the nurseries of Joseph Breck & Company in Brighton near Brookline, noted that “an omnibus passes the place a number of times in the day. The nurseries are situated on the main road from Brookline Depot to Brighton, one and a half

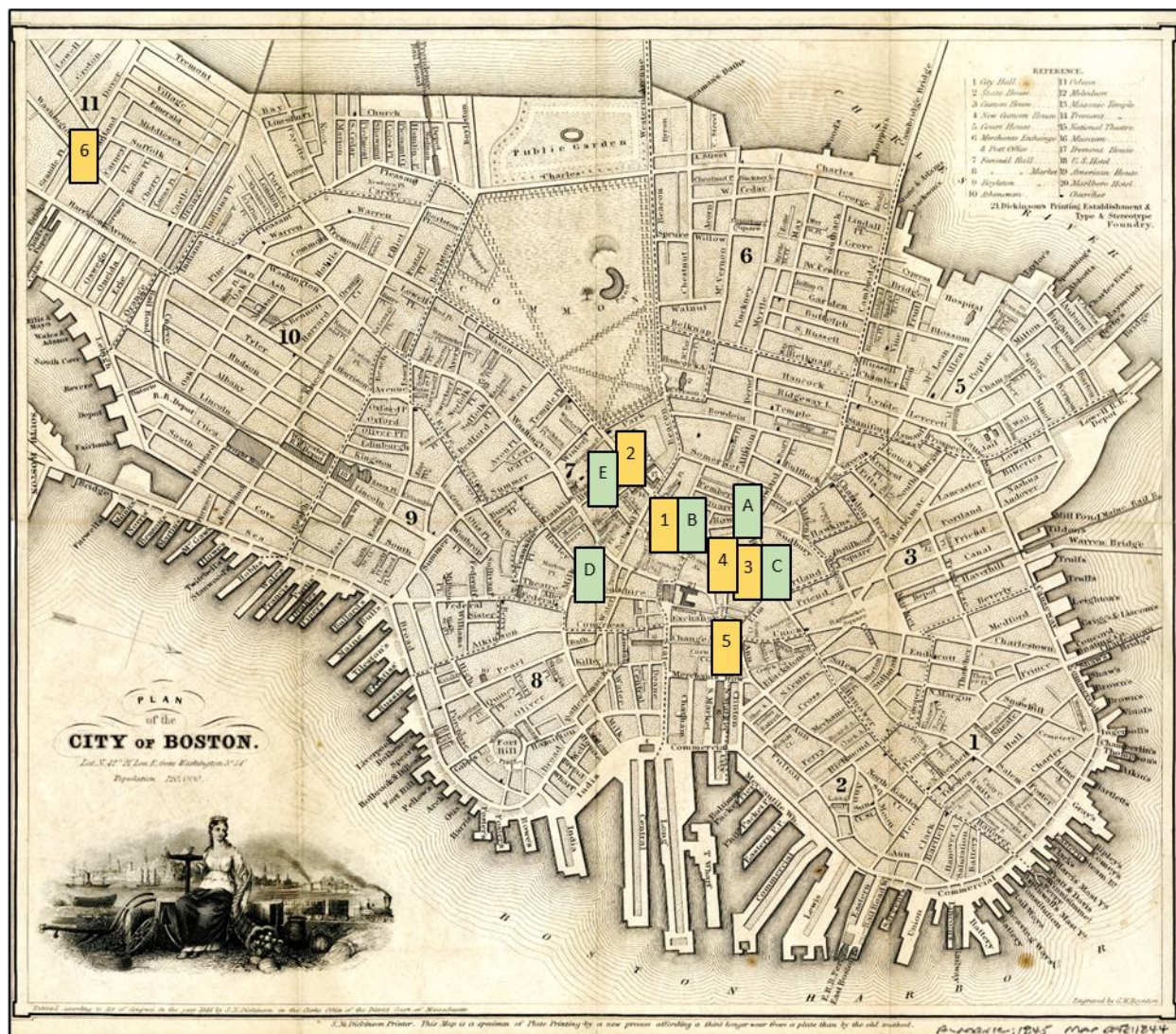


Figure 8. Omnibus Stands in Downtown Boston

Depicted on the map are the locations where omnibuses were authorized to wait along the curb at the Boston end of their trips. These were specified in City of Boston ordinances from 1838 and 1847 to help reduce congestion and disputes at stop locations. Most of the stands were clustered near the old business heart of the city around today's Government Center, Faneuil Hall, and the northerly end of the Boston Common. These were the areas where stagecoaches had terminated earlier.

A Letters designate locations in the 1838 ordinance

1 Numbers designate locations in the 1847 ordinance

For details on the exact locations of the stands and the routes assigned to them, please see page 52 in Chapter 5 and pages 65 and 66 in Chapter 6.

Base map is the 1844 Plan of the City of Boston by Samuel N. Dickinson and George W. Boynton.

miles from the former place, and half a mile from the latter.” The reference to Brookline Depot is noteworthy as the Boston & Worcester Railroad’s branch to that location had opened only two days earlier. (This is now part of the MBTA Green Line D Branch.)

An April 18, 1848, ad for an auction of household furniture in Dorchester described the location as on Stoughton Street next to the Mount Pleasant omnibus office.

A Mount Auburn omnibus does not seem to have been advertised in 1848, but it was advertised again in the *Boston Post* in 1849, in an ad dated May 15. Service left from numbers 19 and 41 Brattle Street every 15 minutes, from 7:45 AM to 6:00 PM and left Mount Auburn Gate at the same frequency from 8:30 AM to 6:45 PM. The fare was 20 cents, or six tickets for \$1.00.

Most of the other omnibus news during 1848 pertained to Horace King’s defiance of the city of Boston’s 1847 regulation requiring his coaches to enter the city via Tremont Street, while allowing Boston-based coaches to serve Washington Street. King repeatedly directed his drivers to run on Washington Street. Police regularly arrested these drivers and hauled them into court, leaving their coaches standing in the street. Each time, the drivers were fined and released, and King’s lawyers appealed, challenging the constitutionality of the legislature granting monopolies to certain companies other than his to use Washington Street. The municipal court judges eventually declared that it was pointless to keep wasting their time with driver arrests until a higher court ruled on the cases already brought.

The case finally came before the state Supreme Court in January 1849. The prosecution argued that public convenience justified the ordinance, while King’s lawyers argued that the purpose was not to limit the number of omnibuses traversing the northerly portion of Washington Street, but to give all the business on that portion of the street to the proprietors of a particular line of coaches.

The case was decided in King’s favor, and on March 31, 1849, the proprietors of the other omnibus lines out of Boston proper presented him with a silver pitcher “as a testimonial of their approbation of the manly stand he took against the Boston ordinance.”

By the law of unintended consequences, having the regulation of omnibus service struck down not only allowed King’s coaches to serve Washington Street, but set off a free-for-all of new routes and price wars. By mid-summer, King and his chief competitors, Hobbs & Prescott, acknowledged that the situation was “ruinous to their interests” and agreed on a truce. A lengthy Notice to the Public from both companies appeared in the August 1, 1849, *Boston Post*. Effective that day, the Lenox Street Line was discontinued, with the Eustis Street Line being extended through Union Street to Haymarket Square as a replacement. Tickets for the Lenox Street Line could be redeemed at the Canton Street Coach offices or used on the Canton Street coaches. (The Eustis Street and Lenox Street names for omnibus lines do not seem to have been used widely before. Eustis Street intersects Washington Street about 800 feet north of the present MBTA Nubian Square bus station.)

The notice stated further that King’s coaches would leave the Norfolk House in Roxbury starting at 6:00 AM and leave Boston until 10:00 PM. Fares were set at 10 cents between Roxbury and Boston or 6¼ cents within Boston. However, tickets valid either within Boston or to Roxbury were priced at four for 25 cents, with no additional discounts for 8 or 16 tickets.

Hobbs & Prescott’s coaches were to leave Canton Street starting at 6:00 AM and leave Dock Square until 10:00 PM. The single fare was also 6¼ cents, as on King’s coaches. However, the

rate dropped to 5 cents a trip for 5, 10, or 20 tickets. Quarterly tickets were priced at \$7.00 and yearly tickets at \$25.00.

Hobbs & Prescott ran service entirely within the city of Boston, whereas King was interested mainly in carrying passengers between Roxbury and Boston. Therefore, the price differential on tickets was not expected to take much business from King. Tickets were apparently not interchangeable between the two lines, so a passenger boarding a coach of either line but having a ticket only for the other would have had to pay the full cash fare.

Further Regulation Imposed in 1849

On September 17 and October 22, 1849, the Boston Mayor and Board of Aldermen passed a new set of orders regulating Hackney Carriages, including omnibuses. These orders were published in the October 26, 1849, *Boston Post*. Most of the general rules were taken from the 1847 order. One new rule prohibited the operation by a minor of any vehicle for conveyance of passengers unless specially licensed by the Mayor and Aldermen. Another new rule required that while passing through Washington, Court, and Hanover Streets, an omnibus driver could receive or leave passengers only on the side of the street to his right.

The list of omnibus lines for which the routings within Boston were specified was much longer and more detailed than the list in the 1847 order, forming Sections 7 through 23 of the 1849 orders. The stands were implied as part of the route descriptions, which were as follows:

Section 7. *South Boston Line*. The route for all two-horse omnibuses shall be from South Boston through Sea, Kneeland, Lincoln, Summer, and Washington Streets to Cornhill, and return by the same route. For all four-horse omnibuses, the route shall be over the South Free Bridge, through Harrison Avenue, Rowe, Bedford, and Washington Streets to Cornhill, and return by the same route.

Section 8. *East Boston Line*. Route, from East Boston Ferry, through Commercial, Fleet, Hanover, Tremont, and Boylston Streets to the Providence Railroad Depot, and return by the same route.

Section 9. *Canton Street and Dock Square Line*. Route, from Canton, through Washington Street only, to Dock Square, and return by the same route.

Section 10. *Dover Street and Lowell Railroad Line*. Route, from Dover, through Washington, Court, Green, Leverett, Minot, and Lowell Streets, to the Lowell Railroad Depot, and return by the same route.

Section 11. *Dover Street and Chelsea Ferry Line*. Route, from Dover, through Washington, Court and Hanover Streets, to Chelsea Ferry, and return by the same route.

Section 12. *Dover Street and Fitchburg Railroad Line*. Route, from Dover, through Washington, Court, Sudbury, Deacon, and Haverhill Streets, to the Fitchburg Railroad Depot, and return by the same route.

Section 13. *Eastern Railroad Omnibus*. Route, through Tremont, Court, State, and Commercial Streets, to the Eastern Railroad Depot, and return by the same route. [Note: the depot referred to was a ferry terminal at Sargents Wharf, and the section of Commercial Street referred to was later part of Atlantic Avenue.]

Section 14. *Worcester Railroad Omnibus*. Route, through Portland, Sudbury, Court, State, Washington, and Beach Streets, to the Worcester Railroad Depot, and return by the same route.

Section 15. *Lowell Railroad Line*. Route, through Lowell, Merrimack, Portland, Sudbury, Court, and State Streets to Kilby Square, and return by the same route.

Section 16. *Cambridge Line*. Route, through Cambridge, Court, and Brattle Streets, and return by the same route.

Section 17. *East Cambridge Line*. Route, through Leverett, Green, Court, and Brattle Streets, and return by the same route.

Section 18. *Charlestown Lines*. Route, through Haverhill, Union, and Brattle Streets, and return by the same route.

Section 19. *Dorchester Line*. Route, through Sea, Summer, Arch, and Franklin Streets, and return by the same route. The route for Grove Hall Omnibus shall be through Washington and State Streets and return by the same route.

Section 20. *Roxbury Line*. Route, from Roxbury, through Washington, Court, Cornhill, and Washington Streets to Roxbury. (This gave Horace King the route he had fought to keep in 1847 and 1848.)

Section 21. *Roxbury Line, Tremont Road*. Route, from Roxbury through Washington Street or over the Tremont Road to 192 Tremont Street, and returning the same route.

Section 22. *Jamaica Plain, Brighton, and Brookline Lines*. Route, through Tremont Street, or Park and Beacon Streets, and return by the same route. (Before Back Bay was filled, there was no development along Beacon Street west of Charles Street, so the longer route to Brookline and Brighton through Roxbury had more intermediate ridership potential.)

Section 23. *Chelsea Line*. Route, through Haverhill, Union, Hanover, and Court Streets, to Cornhill, and return by the same route.

The December 1849 Pathfinder Omnibus and Stage Lists

In July 1849, Snow & Wilder, Publishers, based in Boston, began issuing the *Pathfinder Railway Guide for the New England States* on the first Monday of every month. Although this publication was intended mostly to provide information about railroad service, early issues also included lists of omnibus and stage routes serving Boston directly.

The earliest issue of the *Pathfinder* accessed at this writing is No. 7, December 1849. For most of the routes on the omnibus list, the information includes Boston departure points, departure times from both ends (if not at uniform intervals throughout the day), and fares. In the same sequence as that of the list of routings in the 1849 order from the City of Boston, information added by the December 1849 *Pathfinder* cited as *Pathfinder 7*, is as follows:

South Boston Line. For South Boston and Mt. Washington every 15 minutes, fare 10 cents.

East Boston Line. *Pathfinder 7* shows two separate routes: From 58 Court Street to East Boston Ferry every other hour, and from State Street to Providence Depot fare for each route 6¼ cents.

Canton Street and Dock Square Line. Every 5 minutes, fare 6¼ cents.

Dover Street and Lowell Railroad Line. Every half hour, fare 6¼ cents.

Dover Street and Chelsea Ferry Line. Every half hour, fare 6¼ cents. [Schedules between Dover Street and Court Street were likely coordinated to provide 15-minute service.]

Dover Street and Fitchburg Railroad Line. *Pathfinder 7* Shows service from State Street to the Fitchburg Depot for every train, fare 6¼ cents.

Eastern Railroad Omnibus. *Pathfinder 7* does not show this route, but the Eastern Railroad Ferry and the general-purpose East Boston ferry operated from the same wharf.

Worcester Railroad Omnibus. State Street to the Worcester Depot for every train, fare 6¼ cents.

Lowell Railroad Line. State Street to the Lowell Depot for every train, fare 6¼ cents.

Cambridge Line. Shows two Cambridge routes: 1. Cambridgeport, Cambridge, and Mt. Auburn, from 43 & 19 Brattle Street, every 15 minutes, fare 10 and 15 cents. 2. Broadway Line, from 43 Brattle hourly from 8:00 AM to 9:00 PM, fare 10 cents or 12 tickets for \$1.00.

East Cambridge Line. From City Hotel every 30 minutes, fare 10 cents.

Charlestown Line. From 43 Brattle every 10 minutes, fare 10 cents.

Dorchester Line. Leave No. 10 Franklin Street hourly 8:00 AM to 7:00 PM. Leave Dorchester hourly 7:00 AM to 6:00 PM, fare 12½ cents.

Roxbury Line via Washington Street. *Pathfinder 7* shows several routes. 1. To Eustis Street from Haymarket Square every 15 minutes, fare 10 cents, or 6¼ cents within Boston. 2. To Norfolk House from 36 Washington Street every 7 minutes, fare 10 cents. 3. To Mount Pleasant from Cornhill every 30 minutes, fare 10 cents. 4. From No. 10 Franklin Street to Grove Hall, leave 9:00 and 11:00 AM and 1:00, 2:30, 4:00, and 5:00 PM; leave Grove Hall 8:00, 9:00, and 11:00 AM, and 1:00, 3:00, and 4:00 PM; fare 12½ cents.

Roxbury Line, Tremont Road. From Court Street, every half hour, fare 10 cents.

Jamaica Plain, Brighton, and Brookline Lines. 1. Jamaica Plain, from No. 2 Montgomery Place at 7:30, 9:00, 10:00, and 11:00 AM, noon, and 1:00, 2:30, and hourly to 7:30 PM, then 9:30 PM; leave Jamaica Plains 6:45, 7:30 and hourly to 11:30 AM, noon, 1:00 and hourly to 5:00 PM, then 6:30 and 8:00 PM; fare 12½ cents; Sundays leave Jamaica Plains 9:00 AM and 2:00 PM. 2. Brookline, from No. 2 Montgomery Place at 10:30 AM and 1:00, 4:00, and 6:30 PM; leave Brookline 9:00 AM, noon, and 2:30 and 5:00 PM; Fare 12½ cents. 3. Brighton, from No. 2 Montgomery Place at 9:00 and 11:00 AM and 1:00, 4:00, and 5:00 PM; leave Brighton at 7:45, 9:00, and 11:30 AM, and 2:00 and 3:30 PM; fare 25 cents.

Chelsea Line. From City Hotel, Brattle Street every two hours from 9:00 AM to 5:00 PM; leave Chelsea every two hours from 8:00 AM to 4:00 PM; fare 12½ cents.

The December 1849 *Pathfinder* Omnibus list includes two routes for which routings were not specified in the 1849 order. These were:

Malden and South Malden (Everett). From 9 Brattle Square, noon and 5:00 PM, return times not shown; fares 12½ cents from office or 25 cents when called for.

Medford. From 9 Brattle Square, 10:30 AM and 4:00 PM; fare 18¾ cents from office; Sundays leave Boston 9:15 AM and 7:00 PM; fare 25 cents.

The Stage list in the December 1849 *Pathfinder* includes two routes within the length treated as local routes in summaries above from earlier publications. These are:

Randolph (East Randolph). From City Hotel, Brattle Street Monday, Wednesday, and Saturday at 3:00 PM. Fare 37½ cents.

Watertown and Waltham. From Central House, Brattle Square, daily at 3:30 PM, Sundays 10:00 AM and 5:00 PM. through fare 37½ cents.

The 1850 Boston Almanac Omnibus List

The *Boston Almanac* resumed publishing omnibus information in the 1850 edition. However, the lists in this and subsequent editions include the Boston terminal locations but not arrival or departure times for most routes. The 1850 *Almanac* was published in late 1849, so the service on the routes shown would be expected to be the same as shown in the December 1849 *Pathfinder* lists. Notable differences are as follows:

The 1849 *Pathfinder* list implies that all service on the Cambridge route goes on to Mt. Auburn. The 1850 *Almanac* says Mt. Auburn is served only in the summer, and then only hourly.

The 1850 *Almanac* shows an omnibus route running to Somerville from 43 Brattle Street, not on the 1849 *Pathfinder* list. The 1847 *Almanac* showed a route to Somerville via Cambridge and Porter Square that was not on previous lists. Somerville could also have been served as an extension of trips on the Charlestown route.

Other 1850 Omnibus News and Ads

Two real estate ads in the April 30, 1850, *Post* emphasized the convenience of connections to downtown Boston. The first ad, for four house lots at Harrison Square in Dorchester, said they were “within four miles of State Street, and accessible by the cars and omnibuses about every hour in the day.” At the time, the term “cars” referred to steam trains, and in this case meant the Old Colony Railroad.

The second ad was for a large sale of building lots in Somerville on a slope of land above the Boston & Maine Railroad Somerville depot. (This station was near the present Sullivan Square rapid transit station.) Access was touted as being by an omnibus running every quarter hour “from the hotel near at hand,” and there were said to be “opportunities by the Maine and Lowell railroads many times during the day.”

Despite the listing in the 1850 *Boston Almanac* (published in December 1849), indicating that the Mount Auburn omnibus would be running only hourly, an ad with an effective date of May 15, 1850, in the *Post* showed the same schedule and fares as advertised in 1849.

The June 6, 1850, *Post* reported on a recent Police Court case related to the authority of railroads to control coach connections at their depots. Two months earlier, Mr. Horatio Brown had entered into a contract with the Old Colony Railroad to provide as much hacking business as he could at the Old Colony depot. Brown was required to have a fleet of at least 12 new carriages to go anywhere in Boston, and he was also required to run an omnibus from the depot to State Street at a fare of 6½ cents, and a large coach to and from Plymouth trains at 12½ cents. The court case was brought by Howard Perkins, an independent hackman, who had repeatedly tried to solicit business at the Old Colony station at stands on railroad property and leased by Brown from the railroad. On a recent occasion Brown, with the help of special police officer Joseph Curtis, had forcefully removed Perkins from the premises, leading Perkins to file a complaint of assault and battery. The judge ruled that Curtis had acted within reason to uphold the railroad company’s rules, but that Brown had no such authority. As Brown had allegedly struck Perkins with an umbrella, he was ordered to stand trial at a higher court on a charge of assault with a dangerous weapon.

An ad dated November 18, 1850, in the *Post* announced that the Boston and Lowell, Nashua and Lowell, and Concord Railroad companies had recently rented an office in Scollay’s building on Court Street to serve as a coach and ticket office. An omnibus was to leave this office for the

passenger station on Lowell Street 15 minutes before the departure of each train, and an agent was to be always at the office to sell tickets for each of the three named railroads or their connections.

1851 Omnibus Schedules, News, and Ads

In the 1851 edition of the *Boston Almanac*, the only change in the omnibus listing from the 1850 edition is that the Chelsea route is shown as departing from number 52 Brattle Street instead of number 53.

The June 22, 1851, *Boston Post* carried an ad for an auction the next day of a house in Dorchester. It was described as “within a few minutes walk of Grove Hall and convenient to omnibus communication with the city.”

In an ad dated July 1, 1851, Horace King announced that after 17½ years as sole proprietor of the Roxbury Line of Omnibuses he was retiring and had sold the business to Messrs. Flagg and Estabrook. He thanked the public for the “confidence, kindness and liberal patronage extended to him during the time he has served as proprietor.” Tickets previously issued by King were to continue to be honored.

A follow-up article in the July 24, 1851, *Post* said that from a start with two second-hand stagecoaches and eight horses, King had built the business to 46 omnibuses and 220 horses. When King sold the business, there were four lines running to 31 Washington Street in Boston from the Norfolk House, Mount Pleasant, Warren Street, and Turnpike and Oak Streets, and a fifth line running from Eustis Street Roxbury to Haymarket Square. It was said that an omnibus crossed the Neck between Roxbury and Boston every two minutes.

Eustis Street is about one-quarter mile north of Dudley Street. Oak Street in Roxbury is now Oakland Street, and it is about one-third of a mile south of Dudley Street. Turnpike Street referred to the Norfolk and Bristol Turnpike, which is now part of Washington Street. The Mount Pleasant section of Roxbury is along Dudley Street southeast of Washington Street.

The new owners, Jacob B. Flagg and Benjamin Estabrook, had operated a grocery and grain store on the Neck for the previous four years. They apparently had no prior experience in transportation operations other than watching King’s omnibuses passing their store.

The September 19, 1851, *Post* reported that a day or two earlier Moses Hall, a driver of the Harrison Square and Milton omnibus, was standing on top of his coach removing a trunk when the horses started, throwing him to the ground. Hall suffered a head injury, and his shoulder was put out of joint, but he was reportedly recovering.

The October 4, 1851, *Post* carried an ad for a house to let in Chelsea. It was described as “within four minutes walk of the Ferry, and in a street where the omnibus passes to and from Boston every hour in the day.”

1852 Omnibus Schedules, News, and Ads

The Harvard Branch Railroad, which opened in December 1849, consisted of a spur from the Fitchburg Railroad in Somerville to the vicinity of Harvard Square, with through service to the Fitchburg depot on Causeway Street in Boston. A January 1852 ad for the Harvard Branch did not include a schedule but emphasized omnibus connections to Dover Street and to the new South Boston Bridge. In addition, coaches called for Harvard Branch passengers at the Boston and Lowell Railroad ticket office in Scollay’s Building on Court Street. The railroad fare alone was seven tickets for 50 cents, or ten cents for a single ticket. The through fare via the railroad

and omnibus connections was ten tickets for one dollar, but quarterly season tickets were only six dollars.

The winter of 1852 was harsh, as the *Boston Transcript* reported that February 9 was the fifty-second successive day in which all omnibus lines in the city and vicinity had been on runners. The *Post* reported a Harrison Avenue omnibus running on wheels on February 10.

The April 10, 1852, *Post* reported on several recent improvements to omnibus service in Boston. Flagg and Estabrook were running six lines, with the number of trips per day shown as follows: Norfolk line, 240; Warren Street line, 70; Eustis Street Line, 112; Oak Street line, 48; Mount Pleasant Line, 56; foot of Mount Pleasant, 28; total 554 trips a day. The single-fare price was reduced to 6½ cents, or 5 cents within the city.

Separately, Messrs. Hathorne and Co., the proprietors of the Dock Square and Canton Street line, had formed a coalition with the Charlestown line of coaches to provide through service from Canton Street to “any part of Charlestown” for 6½ cents. This company’s coaches ran every five minutes, for a two-way total of 360 trips a day.

The Mount Auburn and Boston omnibus was again advertised starting in May 1852. The schedule and fares were the same as those in the 1849 and 1850 ads. The 1852 ad also noted “streets watered to Mount Auburn Gate.”

The May 25, 1852, *Post* had an ad for an auction to be held that day of a house and land in Dorchester “about 200 rods from the Old Colony Railroad depot, at Port Norfolk.” In addition to the rail service, the ad said an omnibus left from and returned to the village four times a day. (Port Norfolk is in the southeast corner of Dorchester bordering on the Neponset River.)

The 1852 edition of the *Boston Almanac*, published in December 1851, showed no changes in omnibus routes from the 1851 edition. However, the 1852 edition of the *Boston Directory*, updated to the end of that June, showed some additional details about omnibus routes listed in the *Almanac* or the 1849 city order. It also showed some routes not included in those sources.

The Dorchester routes from 10 Franklin Street were described as running via Washington Street and Grove Hall, and via South Boston and Washington Village to Five Corners and Meeting House Hill. At that time, Five Corners referred to the present Edward Everett Square at the intersection of Boston Street, Columbia Road, and Cottage Street; Meetinghouse Hill was the approach to the Eaton’s Tavern site.

Also listed were a route from Haymarket Square through Fourth “and other streets” in South Boston to Washington Village, as well as a route from 2 Montgomery Place through South Boston to Harrison Square and Neponset. Washington Village is the section of South Boston around Andrew Square.

The 2 Montgomery Place terminal also served a route to Milton via Roxbury and Dorchester. The Jamaica Plain route from Montgomery Place was extended to West Roxbury. The outer end of the route to Roxbury via Tremont Street was shown as Parker Street, and the inner terminal as Court Street.

The July 17, 1852, *Post* repeated a story from the *Traveller* that two horses had run away with an omnibus from Washington Village. A hostler in attempting to stop them was run over twice, but fortunately was not seriously injured.

An article in the July 22, 1852, *Post* provided additional details on the omnibus services of Messrs. J. H. Hathorne & Company. The company fleet then consisted of thirty carriages,

including six recently added and five replacing old ones, and 14 more were under construction. These carriages were run on eight routes: Dock Square to Canton Street every four minutes; Dover Street to Lowell Depot every 15 minutes; Dover Street to Charlestown over New and Old Bridge every 15 minutes; Dover Street to Chelsea Ferry every half hour; Dover Street to East Boston Ferry every half hour; Dover Street to Boston and Maine and Fitchburg depots every half hour; Chester Street to Custom House every 35 minutes; Park Street to Eastern Railroad through State Street for every train. (Chester Street is now Massachusetts Avenue.)

During the summer of 1852, Loring, Porter and Company, agents for sale of burial lots at Mount Hope Cemetery, ran an ad including transportation information. A line of omnibuses ran from Toll Gate (Forest Hills) Station to the Mount Hope and Forest Hills cemeteries, connecting with all Dedham trains from Boston except those at 6:30 AM and 9:30 PM, and with all trains from Dedham to Boston except the 6:15 AM train. The through fare via omnibus and train was 16 cents.

An ad for an auction of a house on Smith Street, Roxbury, to be held on October 6, 1852, noted that it was near Parker Street and the Roxbury depot of the Boston and Providence Railroad, and that Parker Street omnibuses passed the location every half hour during the day.

An item in the December 29, 1852, *Post* complained of reckless driving and racing by omnibus drivers. The previous Saturday, two old-line Charlestown omnibuses had had a race over the Warren Bridge and the female passengers were said to have been frightened half out of their wits.

The 1853 Boston Almanac Omnibus List and Other News and Ads

Changes in the 1853 *Boston Almanac* omnibus list compared with the ones used from 1850 through 1852 consisted partly of the new routings started by Flagg and Estabrook or Hathorne & Company and discussed above. The *Almanac* provided the additional detail that within Boston, Hathorne's Custom House route ran through State, Court, Cambridge, and Charles Streets to the Boston and Providence Railroad Station, then through Pleasant Street to Washington Street. (Pleasant Street later became part of Broadway, but is now obliterated by redevelopment.)

The 1853 *Almanac* also added the Haymarket–Washington Village, Montgomery Place–Dorchester and Montgomery Place–West Roxbury routes shown in the 1852 *Boston Directory*.

The January 11, 1853, *Boston Post* reported “The various omnibus lines appeared with beautiful new ‘busses’ on runners, yesterday, for the first time this season. Hathorne & Co. excelled all the rest in point of beauty.”

The May 25, 1853, *Post* had an ad for the auction of an estate in North Chelsea (now Revere). Potential bidders were advised to take a train from Boston for North Chelsea for a fare of 10 cents or an omnibus from Chelsea Ferry for a fare of 6½ cents. Not mentioned was that the train option still required taking a ferry from Sargents Wharf to East Boston.

On the same day, the *Post* reported that an arson fire on Eliot Street in Jamaica Plain had destroyed the former Unitarian church building, which had recently been moved across the street from its original location. It was under lease to “Burbank & Thompson” and was in the process of being fitted up as a stable for their omnibus line. (This was the first reference found to that company as an omnibus operator.)

An ad dated June 1, 1853, showed the Mount Auburn omnibus again running every 15 minutes, but with a slightly shortened operating span. Departures were to be from 8:00 AM to

5:45 PM from Brattle Street and from 9:00 AM to 6:45 PM from Mount Auburn Gate. Fares were unchanged.

An ad that began running July 11, 1853, for sale of a summer residence in Lynn noted that it was “within five minutes walk from Lynn Central Railroad Station, where more than twenty trains of cars are passing daily, with omnibuses to every part of the city and to Nahant.”

CHAPTER 7

1853 TO 1860 – HORSE RAILROADS APPEAR, OMNIBUSES START TO DISAPPEAR

The Beginning of Boston's Street Railways

The year 1853 also marked the beginning of the end of the omnibus as a means of public transportation in Boston, as in that year efforts got underway to build street railroads in Boston. As described in the Introduction, these efforts were prompted by the success of horse railroads in New York City.

The Horse-Powered Street Railway Comes to Boston

In the 1850s, creation of corporations in Massachusetts for any purpose still required special acts of the legislature. By early 1853, at least two separate groups were petitioning for acts of incorporation for street railways, although that terminology was not yet used. Two such petitions succeeded that year. As there were not yet any general laws governing street railways, they were chartered as railroads, but with some added provisions in their enabling acts.

Metropolitan Railroad Company Chartered

The first Massachusetts horse railroad charter, approved by the governor on May 21, 1853, was for the Metropolitan Railroad Company. The named incorporators were John P. Ober, Moses Field Fowler, and Henry N. Hooper. The charter was limited to 50 years from the date of approval, as were those of several subsequent horse railroad charters issued by the legislature.

The authorized route was from an unspecified point or points in the city of Roxbury, over such streets and highways as fixed and determined by the mayor and board of aldermen of that city to the border of Boston. From there, it was to continue over such streets and highways as determined by the mayor and aldermen of Boston to an unspecified terminal. Before any location or construction could take place, the municipal officials were required to conduct public hearings at which abutters could raise objections. In contrast, steam railroad charters approved by the legislature were usually more specific as to termini, and they did not typically grant powers over route selection to municipal officials.

The Metropolitan was to use horse power only, and it was not to connect its tracks to those of any company using any other source of power. The municipal officials were authorized to make regulations concerning the rate of speed on the tracks.

The capital stock of the Metropolitan was not to exceed \$500,000, divided into shares of \$50 each. The cities of Boston and Roxbury were authorized to purchase the assets of the corporation at any time after 10 years from the opening of any part of the railroad, paying to each shareholder the par value of his stock plus interest of 10 percent per year, from the time he acquired the stock, less dividends already received.

Cambridge Railroad Company Chartered

The second Massachusetts horse railroad charter, approved by the governor on May 25, 1853, was for the Cambridge Railroad Company. The named incorporators were Gardiner G. Hubbard, Charles C. Little, and Isaac Livermore.

The authorized route was from some point in Cambridge, over streets and highways approved by the mayor and aldermen of that city to and over the bridge of the Hancock Free

Bridge Corporation (subject to the approval of that corporation), then over such Boston streets and highways as approved by the Boston mayor and aldermen. A provision allowing abutters to object was not initially included but was added by an 1854 amendment. The Hancock Free Bridge Corporation owned the West Boston Bridge and the Canal or Craigie Bridge at that time.

Like the Metropolitan, the Cambridge was to use horse power only and was not to connect its tracks to any railroad using any other power source. The capital stock was limited to \$300,000 in shares of \$50 each. The cities of Boston and Cambridge were authorized to buy the assets of the Cambridge Railroad any time after 10 years from the opening of any part of it, under the same terms provided for purchase of the Metropolitan.

The incorporators of both the Metropolitan and the Cambridge initially expected to have their railroads built and operating within a few months of the date of their charters. However, because of opposition instigated in part by owners of the omnibus lines, the city of Boston did not approve locations for the Cambridge Railroad until December 1854, and for the Metropolitan until August 1855. Then came the challenge of raising the money to build the lines.

1854 Omnibus News and Changes

The 1854 edition of the *Boston Almanac* showed only a few changes in the omnibus list from the previous year. The route from the Custom House to the Providence Station was not on the 1854 list. The downtown end of the Washington Village route was extended slightly, from Haymarket Square to the Fitchburg Railroad Station. The Dorchester route from 10 Franklin Street was shown but not the one from Montgomery Place. The terminal of the Mount Pleasant Line was changed to 31 Washington Street.

The through omnibus service between Roxbury and Charlestown announced in April 1852 was terminated less than two years later by mutual agreement of the principal parties. An ad in the *Boston Post* over the names of J. H. Hathorne, R. Downing, and Forristall & Parmelee informed the public that on and after January 1, 1854, Hathorne's coaches would no longer run to Charlestown, but his other lines would all continue to run as before. Effective the same date, the lines from Charlestown of Downing and of Forristall & Parmelee would no longer run farther south than Summer Street in Boston. The three companies agreed to continue honoring each other's tickets for three months.

In May 1854, an ad in the *Post* from the agents for the Mount Hope Cemetery announced that arrangements had been made with Mr. Wellington, proprietor of the Jamaica Plain line of coaches, to run an omnibus from Toll Gate Station to the cemetery from May 1 until further notice. It was to leave the station on arrival of the 2:45 PM train from Boston and return in time for a train from Dedham that left the station at 6:00 PM. This was much less frequent than the service offered in 1852. The omnibus fare alone was 12½ cents each way.

The October 27, 1854, *Post* carried a lengthy ad for the newly opened Boston Horse and Carriage Mart fronting on Union Street at Haymarket Square. Among the items immediately available was a large new omnibus capable of carrying 24 passengers. It was built in Worcester at a cost of \$700, but the unidentified owner was willing to sell it "at a very low price."

The November 21, 1854, *Post* reported that the previous day the "long Cambridge omnibus Ben Franklin" while passing through Leverett Street filled to capacity broke the back axle. This put the entire load on the transom bolt in the front axletree, causing that to break also, overturning the coach. Passengers trying to get out did more damage to the coach, but there were no serious personal injuries.

Horse Railroad Charters in 1854

Despite the lack of visible progress by the Metropolitan and Cambridge Railroads, more groups petitioned the legislature for horse railroad charters, five of which passed and were approved by the governor on April 29, 1854.

Middlesex Railroad Company Chartered

A charter for the Middlesex Railroad Company went to Asa Fisk, David Kimball, and Richard Downing (apparently the R. Downing of the Charlestown omnibus line). This line was to run from some point in Somerville to be determined by the selectmen of that town to Charlestown, thence over streets approved by the mayor and aldermen of that city, to Charlestown Square. From there it was to continue through Warren Avenue to and across the Warren Bridge to a point near Haymarket Square by a route to be determined by the Boston mayor and aldermen. The return route was to follow Charlestown Street (later renamed North Washington Street) and Causeway Street to and over the Charles River Bridge and over Charlestown Street in Charlestown to Charlestown Square. The capital stock was limited to \$400,000 in shares of \$100 each.

Boston and Chelsea Railroad Company Chartered

A charter for the Boston and Chelsea Railroad Company was awarded to Isaac Stebbins, John Low, Bradbury C. Bartlett, John Rice, and Thomas Russell. This line was to start on Broadway in Chelsea at some convenient point within one thousand feet of the border of North Chelsea (Revere), proceeding over Broadway to and over the Chelsea Bridge into Charlestown and over Chelsea Street to Charlestown Square. From there it was to run on Warren Avenue, the Warren Bridge into Boston, and Causeway and Beverly Streets to Haymarket Square. The return route was the same as that authorized for the Middlesex Railroad, but with the option of using either Charlestown Street or Main Street in Charlestown. The capital stock was limited to \$300,000 in shares of \$50.

Dorchester Avenue Railroad Company and Broadway Railroad Company Chartered

A charter for the Dorchester Avenue Railroad Company was issued to Cheever Newhall, Edward King, and John J. May. The route was to start near Lower Mills in Dorchester and follow the Dorchester Turnpike (Dorchester Avenue) to the border of Boston. From there it was to follow a route determined by the Boston mayor and aldermen to and over the North Free Bridge and on Sea and Broad Streets in the direction of State Street. The return route was not specified in the charter. The capital stock was limited to \$300,000 in shares of \$50.

A provision in the charter of the Dorchester Avenue Railroad allowed any corporation chartered for the purpose of building a horse railroad from South Boston Point to connect with the Dorchester Avenue Railroad at the junction of Broadway and Turnpike Streets. Such a railroad was chartered the same day under the name of the Broadway Railroad Company. It was to begin at South Boston Point at the east end of Fourth Street, and to follow a route determined by the Boston mayor and aldermen to the junction with the Dorchester Avenue Railroad. The capital stock was limited to \$150,000 in shares of \$50.

Western Avenue Railroad Company Chartered

The fifth of the charters issued on April 29, 1854, was for the Western Avenue Railroad Company. It was the only one of the five that got no further than obtaining its charter. The named incorporators were Amherst A. Frazar, George C. Crowninshield, and J. C. Rogers. The

route was to begin near the intersection of Beacon and Charles Streets in Boston and follow the roads and bridges of the Boston and Roxbury Mill Corporation (now Beacon Street and Brookline Avenue) in Boston, and over a route to be determined by the selectmen of Brookline and Brighton to a point near the Cattle Fair Hotel (at Brighton Center). The capital stock was limited to \$300,000 in shares of \$100.

First Locations Approved

On December 4, 1854, the City of Boston approved the first location for the Cambridge Railroad within the city. From the West Boston Bridge, it was to consist of a double track through Cambridge Street to Chambers Street, then a single-track loop via Chambers and Green Streets to Bowdoin Square, with suitable turnouts there, and continuing on Cambridge Street back to Chambers Street. (Green Street and Chambers Street have now been eliminated by redevelopment. Chambers Street ran north from Cambridge Street opposite Joy Street. The northwest end of Green Street was about on the present location of Cardinal O'Connell Way. The southeast end is now a walkway along Cardinal Cushing Park.)

On December 30, 1854, the city approved the first location for the Dorchester Avenue Railroad. Starting on Dorchester Avenue at the Boston city line, it was to follow that road across the North Free Bridge (later called the Federal Street Bridge) and then Sea and Broad Streets to State Street. The entire line was to be single track except for turnouts not to exceed 100 feet each on Dorchester Avenue and near the foot of Summer Street. In the road layout at that time, Sea Street, later made part of Federal Street, ran north across where the approach tracks to South Station are now located, and intersected the section of Broad Street that later became part of Atlantic Avenue at Summer Street.

1855 Omnibus News and Changes

In the 1855 edition of the *Boston Almanac*, most of the changes in the omnibus listings again consisted of new Boston terminals for well-established routes. The terminal for the Charlestown and Somerville routes was changed from 43 Brattle Street to Scollay's Building on Court Street. The Dorchester and Grove Hall routes previously run from 10 Franklin Street moved slightly to 20 Franklin Street. The Milton route that had appeared in the 1852 *Directory* was also in the 1855 *Almanac*, but the 1855 edition indicated that the West Roxbury route had been cut back to Jamaica Plain again.

The January 11 and 19, 1855, *Boston Post* reported that Forristall & Parmelee had petitioned the legislature for a reduction of tolls for their omnibuses on the bridges between Boston and Charlestown. They had been paying 15 cents per trip regardless of the number of passengers on board. The line, which ran from Somerville to Summer Street in Boston, was reported to have 160 horses, 40 omnibuses, and 60 employees. Since June 1, 1854, it had paid one eighth of all the tolls collected on the bridges. The company owners claimed that the tolls were causing them to run at a loss, and that without relief they would be forced out of business.

An act of the legislature approved April 28, 1855, authorized transfer of ownership of the Warren and Charles River bridges from the state to the city of Charlestown. A provision of this act set the toll for omnibuses at eight cents.

An ad for the Mount Auburn omnibus dated May 1855 showed service about the same as in past years. Departures were every 15 minutes, leaving 43 Brattle Street from 7:45 AM to 5:45 PM and leaving Mount Auburn from 8:30 AM to 6:45 PM. Fares were not shown, but the ad noted that service ran through without change of coaches.

An October 1855 ad for sale of a house on Austin Street in Jamaica Plain said it was “within a mile of two depots on the Providence Railroad, and a few moments’ walk from an hourly omnibus to Boston.”

Horse Railroad Charters and Locations in 1855

Three more charters for horse railroads were passed by the legislature and approved by the governor in May 1855.

Union Railway Company Chartered

The charter for the Union Railway Company, approved on May 15, was unusual in that it did not call for any new construction. Instead, the purpose of this company was to lease the Cambridge Railroad and any other connecting railroad. The named incorporators were John C. Stiles, Moses M. Rice, and T. Russell Jencks. The capital stock of this company was limited to \$200,000, in shares of \$100. The company name included railway rather than railroad because the name Union Railroad was already in use by a steam railroad. Subsequently, the term railway came to be applied in Massachusetts to most horse railroads and later to electric street railroads.

Medford and Charlestown Railroad Company Chartered

The charter of the Medford and Charlestown Railroad Company, also approved on May 15, was granted to James M. Usher, James O. Curtis, Samuel Teel, Jr., Albert Hanscom, and Edwin Wright. The route was to run from some point in Medford to a connection with the Middlesex Railroad in Somerville, and the new company was authorized to enter on and use the tracks of the Middlesex. Capital stock was limited to \$100,000 in shares of \$100.

Waltham and Watertown Railroad Company Chartered

The charter for the Waltham and Watertown Railroad Company, approved on May 19, was for a route from some point in Waltham to some point in Watertown, with the termini and routes to be fixed by the selectmen of those towns. There was no mention of a potential connection with any other horse railroads. The named incorporators were Charles A. Welch, David Townsend, and Peter Dunbar. Capital stock was limited to \$300,000 in shares of \$50, but the company was also authorized to issue bonds up to the amount of capital stock paid in.

New Locations Approved

Although the Metropolitan Railroad had been the first to receive a charter for a horse railroad in Boston, in 1853, the city did not approve the first locations for the company until August 7, 1855. One reason for this was that the company needed to use more miles of Boston streets than the other horse railroads that had been chartered in the meantime. Another reason was the opposition of the omnibus lines serving Roxbury.

The location initially approved for the Metropolitan began at the border of Roxbury and Boston on Washington Street, which it followed to Dover Street, with two tracks allowed. Single tracks in Dover Street, Springfield Street, and Waltham Street were to connect Washington and Tremont Streets. A second double-track route from the Roxbury border was authorized over Tremont Street to the Granary Burying Ground, except for a single track from the bridge over the Boston and Worcester Railroad to Boylston Street. A third route from the Roxbury border to Dover Street via Shawmut Avenue was also authorized but was still unbuilt by 1869.

On August 7, 1856, the City of Boston approved an additional location for the Metropolitan, consisting of single track from the intersection of Washington and Dover Streets on Washington and Boylston Streets to Tremont Street.

On September 18, 1855, the City of Boston approved the first location for the Middlesex Railroad. Starting at the Warren Bridge, it was to cross Causeway Street and follow Beverly and Charlestown Streets to a point in a line with the south end of Haverhill Street. Turning back there, the return route was over Charlestown Street to the Charles River Bridge. The line was to be single track except for the segment between Haymarket Square and Beverly Street on Charlestown Street, which was to be double track, as it would be used in both directions.

1856 Omnibus News and Changes and Horse Railroad Charters

The only change in the *Boston Almanac* omnibus list in the 1856 edition was a new entry for a route to North Chelsea from Court Street.

The March 3, 1856, *Post* reported that on and after that day, omnibus fares would be reduced from 12 cents to 10 between Boston and Cambridgeport and from 15 cents to 13 between Boston and Old Cambridge. Not mentioned was that horse railroad service would soon replace omnibuses on this route.

An ad in the April 17, 1856, *Post* for the auction of a house on Cottage Street in Dorchester noted that “Omnibus communication is had with the city of Boston every 20 minutes during the day, and until late at night. There is also the advantage of being within speaking distance of the railroad station on Cottage Street.” (Reference to the railroad station was somewhat misleading, as the railroad in question had been shut down for several months because of a court injunction related to grade-crossing safety.)

An ad in the June 18, 1856, *Post* for an auction of house lots on the Salem Turnpike in North Chelsea advised potential bidders to take the 2:15 omnibus from the west end of Scollay’s Building to and from the sale. The auctioneers even offered free tickets to bidders.

West Roxbury Railroad Company Chartered

Two more horse railroad charters were granted by the legislature and approved by the governor in 1856. On May 28, Stephen M. Weld, William Wellington Jr., and John Gardiner Weld were the named incorporators of the West Roxbury Railroad Company. The route was to run from some point in West Roxbury to the border of Roxbury, where it would connect with the Metropolitan Railroad, but it was not to extend into Roxbury. The capital stock was limited to \$200,000 in shares of \$50.

Malden and Melrose Railroad Company Chartered

On June 6, 1856, Daniel P. Wise, George W. Wilson, Daniel W. Gooch, Daniel Perkins, and John Shelton were the named incorporators of the Malden and Melrose Railroad Company. The route was to run from some point in Melrose through Malden to and over the Malden Bridge across the Mystic River and through Charlestown to a connection with the Middlesex Railroad. The Malden and Melrose was authorized to enter on and use the track of the Middlesex. The capital stock was limited to \$200,000 in shares of \$100.

Construction and Opening of Greater Boston’s First Horse Railroad Lines

Massachusetts horse railroads, like steam railroads, were required to submit annual reports to the state legislature. These differed from annual reports to stockholders, in that they consisted of answers to a prescribed list of questions. Additional narrative at the end of each report was optional. In the 1850s, the fiscal year required to be used for the reports initially ended on September 30.

Cambridge Railroad/Union Railway

The Cambridge Railroad directors filed their first annual report to the legislature for the year ending September 30, 1856. They reported that construction had begun on September 1, 1855, that the railroad was leased to the Union Railway for 10 years beginning January 1, 1856, and that the first experimental trips on part of the line were run on March 26, 1856. However, the line was not completed until near the end of that June.

The total length of the main line, from Bowdoin Square in Boston to Harvard Square and on to Mount Auburn on the border of Watertown was reported as 31,165 feet, or 5 miles and 4,465 feet. Of this, 3,870 feet was single track and the rest was double track. In Cambridge, the line followed the present Main Street, Massachusetts Avenue, and Brattle Street, all previously served by omnibuses. There was also one branch, of 5,695 feet of single track, from Harvard Square along North Avenue (now Massachusetts Avenue) to the present Porter Square.

The construction cost was reported as \$300,000, the entire amount of the authorized capital stock, including \$33,000 paid to the Hancock Free Bridge Corporation for permanent rights to cross its bridge without additional tolls.

The Cambridge Railroad did not own any rolling stock, but the annual report of the lessee Union Railway for the same year showed that it owned 24 passenger cars, for which it had paid \$16,544.01. The Union had also spent \$27,189.50 for an unspecified number of horses. Starting January 1, 1856, the Union had run omnibuses until the railroad was ready for operation. Up to September 30, 1856, the Union had run an estimated 183,062 miles with horsecars and had carried an estimated 813,922 passengers.

According to a newspaper article published March 10, 1857, the Union had bought all the equipment of the former omnibus line serving Cambridge. This included 180 horses valued at \$125 each, but more than half were found not be in condition to pull the railway cars and had to be replaced. The harnesses used in omnibus service were of a different style than those needed for railroad service and also had to be replaced.

Metropolitan Railroad

The first annual report to the legislature by the directors of the Metropolitan Railroad was also for the year ending September 30, 1856. It showed that the first stock assessment was made in April of that year, with locations not all secured until July. Construction then began on July 31. The 1857 *Boston Almanac* added the information that the Metropolitan inaugurated service on September 17, 1856, with four cars running between Boylston Market (at the corner of Washington and Boylston Streets) and Guildhall in Roxbury. (Guildhall, also called Guild's Building, was an office and retail complex at the present Dudley and Washington Streets). On October 20, service was extended to the Granary Burying ground.

The 1856 annual report shows that within Boston, the lines of the Metropolitan were as approved in the city orders of 1855 and 1856 detailed above for Washington, Dover, and Boylston Streets, and Tremont Street north of Dover Street. However, between Dover Street and Boylston Street, the line was single track on both Washington and Tremont Streets, with inbound cars using Tremont Street and outbound cars using Washington Street.

In Roxbury, the route ran with double track on Washington Street from the Boston border to what is now the junction of Roxbury Street. From there, a single track still under construction continued on what was then also Washington Street but is now Roxbury Street interrupted by Malcolm X Boulevard to the Norfolk House at Eliot Square (Roxbury Street at Centre Street).



Figure 9. Boston's First Horsecars

Ballou's Pictorial celebrated the completion of the Boston area's first horse railroad in June 1856. This scene is a colorized copy of the original engraving. It shows two cars of the Cambridge Railroad in Bowdoin Square, the line's Boston terminal. As depicted here, the Cambridge Railroad's first-generation horsecars were characterized by flat roofs and a boxy design. The prestigious Revere House hotel (1847-1912) is in the background (with flag).

From Eliot Square, a single track looped back east through Dudley Street and Bartlett Street to the Roxbury Post Office, with double track continuing on Bartlett Street back to what is now the intersection Washington and Roxbury Streets. (The segment of the present Washington Street between Bartlett Street and Roxbury Street was part of Bartlett Street then.) The entire route was mostly that of long-established omnibus service between Roxbury and Boston.

Also from the Norfolk House, a single track continued west on Dudley Street a short distance to a carhouse. A single-track branch in Roxbury ran from Washington Street via Eustis Street, Davis Street (now Dearborn Street), and Dudley Street to the border of Dorchester, just east of Shirley Street.

Up to September 30, 1856, the Metropolitan had spent a total of \$186,803.37 for road and equipment. Rail was mostly 76 to 80 pounds per yard. The main line length was 8,078 feet of single track and 9,557 feet of double track. The branches had 8,316 feet of single track. Rolling stock consisted of 32 passenger cars, one platform car, and two snowplows. Motive power was 305 horses.

Middlesex Railroad

Construction of the Middlesex Railroad from Somerville through Charlestown to Boston began in the fall of 1856. At the end of the fiscal year (November 30), the company reported having spent \$250,000 on superstructure, but operation had not begun. The line was described as 1.9334 miles, of which 1.5915 miles was double track and .3419 miles was single track. The location was not described in full detail, but in Charlestown it mostly followed Main Street from Charlestown Square to Sullivan Square. It also extended from Sullivan Square to the border of Somerville via Broadway (now Maffa Way). Like the Cambridge and Metropolitan Railroads, the Middlesex followed a long-established omnibus route.

On December 27, 1856, the City of Boston approved a slight change in the terminal of the Middlesex at Haymarket Square, extending it on Charlestown Street from Haverhill Street to Merrimac Street. This crossed the area recently occupied by the Government Center Garage, in front of which several MBTA buses terminate.

Dorchester Avenue Railroad

The only other horse railroad among those chartered from 1853 through 1856 to begin filing annual reports in 1856 was the Dorchester Avenue Railroad, and the report of that company was incomplete. The 1857 *Boston Almanac* mentioned that the Dorchester Avenue line started construction in 1856 and began partial operation between State Street and the North Free Bridge on October 23.

1857 Omnibus News and Changes

In the 1857 edition of the *Boston Almanac*, the only Roxbury omnibus still shown was the one from Parker Street to Court and Tremont Streets via Tremont Street. The Metropolitan Railroad did not yet have a line on Tremont Street within Roxbury, instead serving Tremont Street northbound-only between Dover and Boylston Streets.

The Cambridge omnibus to Harvard Square and Mount Auburn was still listed, although mostly if not entirely superseded by the Cambridge Railroad.

An article in the January 19, 1857, *Boston Post* related complaints by Boston residents against the horse railroads then in operation. Among these were that they were allegedly injurious to property on the streets where they were located while mostly benefitting people from Cambridge or Roxbury, that streets were often obstructed by gangs of men repairing tracks, that snow removal for the benefit of horsecars was an annoyance (as it interfered with running sleighs), and that the fare for local travel on the cars within Boston was too high.

The March 13, 1857, *Post* published an announcement from Mr. Parmelee, the owner of the Charlestown omnibus line, that he was putting twelve newly repaired and varnished coaches on the line from Somerville to Summer Street and was reducing the fare to five cents. This was evidently a belated attempt to fend off the Middlesex Railroad.

The May 2, 1857, *Post* had an account of a May Day parade the previous day that included a procession of 42 horsecars on the Metropolitan Railroad, extending for more than a mile, and preceded by one omnibus drawn by four horses.

The July 2, 1857, *Post* reported that the omnibus line from State Street to the Lowell depot and the Dorchester and Milton Line had both been discontinued (the latter presumably because of competition from the Dorchester Avenue Railroad).

1857 Horse Railroad News and Changes

The information required in the annual reports of railroads and horse railroads to the Massachusetts legislature changed in 1857, and the end of the fiscal year was changed from September 30 to November 30. In previous years, the information submitted by the companies was compiled into volumes published by the state printer, but for several years starting in 1857, the railroads were required to submit specified numbers of printed copies which were, in turn, bound into volumes for public distribution.

Metropolitan Railroad

The 1857 report of the Metropolitan Railroad showed an increase in equipment to 44 cars and 516 horses. The cost of the 44 cars was reported as only \$37,457.90. The length of main line track was unchanged from 1856, but there was an increase of 3.0 miles in length of branches, including a 0.8-mile double-track segment. These extensions were not described in further detail. However, based on the information below pertaining to the West Roxbury Railroad in 1857, the increased mileage was for an extension from Tremont Street at Dover Street via Tremont Street, Lowell Street (Columbus Avenue), and Centre Street to the West Roxbury border at Day Street.

A footnote to the financial statements said that \$150,000 in stock had been issued in exchange for the omnibus lines and equipment of J. H. Hathorne. The report did not detail what equipment was included, but the reported total cost of equipment owned at the end of the year included \$52,350 for “omnibuses sleighs and other equipment, excepting cars owned by the company.” Later news reports indicate that the balance of the \$150,000 paid to Hathorne was to compensate him for giving up the omnibus business.

Hathorne was also appointed as superintendent of the Metropolitan. He had previously bought out the omnibus business of Hobbs & Prescott. He apparently transferred some of his shares in the Metropolitan to them as payment for the amount he still owed them. The Metropolitan continued running omnibuses on the former Hathorne routes as late as 1860, as they reached sections of the city to which the Metropolitan was not authorized to extend horsecar lines.

Cambridge Railroad/Union Railway

The Cambridge Railroad reported that the original 10-year lease to the Union Railway had been replaced effective October 1, 1856, with a 50-year lease retroactive to the May 25, 1853, charter date of the Cambridge. The report also noted that the nearly three years that elapsed from the date of the charter to the first trial trips largely reflected the difficulty of finding investors for this new form of transportation.

The Union Railway reported that in addition to the lease of the Cambridge Railroad, it had leased the Waltham and Watertown Railroad for 10 years from April 11, 1857. This line extended from the end of the main line of the Cambridge Railroad at Mount Auburn to Watertown Square, a distance of 2.1 miles. (It never did get to Waltham.) The separate annual report of the Waltham and Watertown stated that construction began in November 1856, and the line was completed May 1, 1857. The route was all on Mount Auburn Street.

In May 1857, 50 Cambridge residents petitioned the mayor and aldermen to order removal of one or both tracks of the Cambridge Railroad between Brattle Square and Craigie Street on the grounds that the street was so narrow that the cars prevented delivery vehicles from stopping. The railroad responded by requesting an alternate route through Garden Street, Concord Avenue and Craigie Street to Brattle Street. In September, the city authorized the railroad to build a

single track on the new routing and to replace the double track on Brattle Street east of Craigie Street with a single track. However, after Brattle Street residents objected to loss of two-way horsecar service, the plan was shelved.

The rolling stock of the Union Railway, used to provide all service on the leased lines, included 30 first-class four-wheel cars, two open four-wheel cars, two one-horse cars, and one large open eight-wheel car. Motive power was 224 horses, valued at \$112.50 each.

Dorchester Avenue Railroad

The Dorchester Avenue Railroad reported a total route length of 25,200 feet (4.7 miles), all single track. The line was fully in operation as of March 1, 1857, from downtown Boston (on the route approved by the city in 1854) as far as Dorchester Avenue at Centre Street in Dorchester. Equipment consisted of eight passenger cars and one platform car, and the company owned 50 horses. The directors were planning to build either an extension of the main line or a branch to Upham's Corner in the next year.

Middlesex Railroad

The 1857 report from the Middlesex Railroad provided very little information. The directors said this was because the line was built under contract and was operated by a lessee not identified in the report. The Middlesex reported its length as 10,508 feet (2.0 miles), including 8,713 feet of double track and 1,795 feet of single track, but the route was not described in any more detail. Newspaper reports show that the line was open in time to carry 25,000 passengers between Boston and Charlestown on Bunker Hill Day, June 17, 1857.

The July 31, 1857, *Boston Post* reported that the Middlesex Railroad was running connecting omnibus service from Charlestown Square to Summer Street at no additional charge, for the benefit of people traveling beyond the Boston end of the car line (and probably to relieve crowding on the cars between Haymarket Square and Charlestown Square). The article implied that the previous omnibus service had been discontinued, but that the Middlesex had not yet been able to obtain a license for an omnibus stand from the Boston authorities.

Boston and Chelsea Railroad

The directors of the Boston and Chelsea Railroad filed their first annual report for 1857. It stated only that the company had been organized but that owing to delays in obtaining a location for the road no further action had been taken.

West Roxbury Railroad

On May 26, 1857, the charter of the West Roxbury Railroad was amended to allow the company to lay a track or tracks from the border of West Roxbury and Roxbury through Centre Street, Lowell Street (Columbus Avenue), Washington Street, and Tremont Street in Roxbury and over Tremont Street in Boston, and to connect with the Metropolitan Railroad on Tremont Street near Dover Street.

The West Roxbury was further authorized to run its cars over the tracks of the Metropolitan from Dover Street over Tremont Street to the Tremont House, returning via Tremont, Boylston, Washington, and Dover Streets to Tremont Street. In conjunction with these new rights, the West Roxbury Railroad was authorized to increase its capital stock to a total of \$400,000 in shares of \$50 each.

All the rights granted to the West Roxbury Railroad for new construction under this act duplicated rights the cities of Boston and Roxbury had previously granted to the Metropolitan

Railroad. The act stipulated that the act would become void if the Metropolitan notified the West Roxbury by July 1, 1857, that it intended to build this line as far as the border of West Roxbury and actually completed it and placed it in operation by September 1.

The first annual report of the West Roxbury Railroad, also for 1857, stated that construction had begun on September 1, 1857, and the line was not yet in operation. It was described as 1.79 miles, all single track, which was to be leased on completion to the Metropolitan Railroad. This reported length was the distance from the Roxbury border at Day Street to Forest Hills Station via Centre and South Streets. The West Roxbury directors may have obtained the expanded rights in Roxbury and Boston only to motivate the Metropolitan to build the connecting lines, in which case they succeeded.

1857 New Horse Railroad Charters

Despite only a year of actual operation of horse railroads in Greater Boston, the state legislature and the governor approved charters or major charter amendments for eight horse railroads in May 1857.

Winnisimmet Railroad Company Chartered

On May 26, William R. Pearmain, Stephen Sibley, Thomas H. Carruth, and John Taylor were granted a charter for the Winnisimmet Railroad Company. This company was authorized to build and operate a horse railroad between the Winnisimmet (Chelsea) Ferry and the Prattville section of Chelsea via Broadway or parallel streets to Washington Avenue, and continuing on the Avenue to the vicinity of Woodlawn Cemetery. The capital stock was limited to \$75,000, in shares of \$50 each.

West Cambridge Horse Railroad Chartered

On May 28, a charter for the West Cambridge Horse Railroad was granted to Jesse P. Pattee, Chester W. Kinsley, and Davis Locke. This line was to run from a point or points in West Cambridge (now Arlington) approved by the selectmen of that town to the border of Cambridge. At this point, it would connect with the Cambridge Railroad at a location agreed upon by the companies, with the assent of the Cambridge mayor and aldermen. Capital stock was limited to \$50,000 in shares of \$50 each.

Somerville Horse Railroad Company Chartered

On May 29, a charter for the Somerville Horse Railroad Company was granted to George O. Brastow, Haney A. Snow, and Isaac F. Shepard. This company was authorized to acquire all the rights previously granted to the Middlesex Railroad to build and operated horse railroad lines within the town of Somerville, subject to agreement with the directors of the Middlesex. The capital stock of the new company was limited to \$100,000 in shares of \$50 each.

Newton Railroad Company Chartered

On May 30, a charter for the Newton Railroad Company was granted to H. S. Whitmore and Preston Wear, Jr. This company was authorized to build and operate a railway with single or double tracks from such point or points in Newton as approved by the Newton selectmen to the border of Brighton and over such streets in Brighton as approved by the selectmen of that town. In Brighton, the Newton Railroad was authorized to connect with tracks (not yet built) of the Cambridge Railroad or the Western Avenue Railroad. The capital stock was limited to \$150,000 in shares of \$50 each.

The charter inadvertently omitted a requirement that the Newton Railroad be operated only with horse power. This was added by an amendment.

Dorchester and Roxbury Railroad Company Chartered

Also on May 30, William D. Swan, Charles C. Holbrook, and William Hendry were granted a charter for the Dorchester and Roxbury Railroad Company. This company was authorized to build a horse railroad from a point on Meeting House Hill in Dorchester over what today are Hancock Street, Columbia Road, and Dudley Street to the border of Roxbury (near Shirley Street) where it would connect with the Metropolitan Railroad. The company was also authorized to build a line from a point near the Town House in Dorchester (near Washington and Centre Streets) via Washington Street to the border of Roxbury (at the present Normandy Street) and to connect with the Metropolitan there.

The capital stock of the Dorchester and Roxbury was limited to \$100,000 in shares of \$50 each. The charter was to become void if the Dorchester Avenue Railroad built an extension to Upham's Corner (Dudley Street at Columbia Road) within one year. The Dorchester Avenue Railroad missed the deadline, so the Dorchester and Roxbury charter was kept alive. However, that company did not build a line to Meeting House Hill or Upham's Corner, either.

Brookline Railroad Company Chartered

Also on May 30, William Aspinwall, Charles Wild, George F. Homer, Thomas B. Hall, Augustus Allen, Augustus Shurtleff, and James Bartlett were granted a charter for the Brookline Railroad Company. This company was authorized to build and operate a horse railroad from a point or points in Brookline approved by the Brookline selectmen to the border of Roxbury; in Brookline, the route was limited essentially to points east of the present Harvard Street north of Beacon Street and east of Longwood Avenue south of Beacon Street. In Roxbury, the route was to follow an alignment approved by the Roxbury mayor and aldermen to connect with any railway located on Tremont Street. Capital stock was limited to \$300,000, in shares of \$100 each.

Suffolk Railroad Company Chartered

Also on May 30, 1857, George H. Plummer, Ebenezer Atkins, Edward F. Porter, David L. Webster, Asa Fisk, and John G. Webster were granted a charter for the Suffolk Railroad Company. This company was authorized to build and operate a horse railroad from some central point or points in the City of Boston to be fixed by the board of aldermen to some points at or near the western termini of the Chelsea Ferry and each of the East Boston Ferries. From the eastern termini of the East Boston ferries, it was to run on Lewis, Border, Sumner, and Meridian Streets, or such other streets as approved by the aldermen. Capital stock was limited to \$300,000, in shares of \$50 each.

1858 Omnibus News and Changes

Changes in the omnibus list in the 1858 *Boston Almanac* again consisted of new Boston addresses for some lines. These included the Brighton line moving from 2 Montgomery Place to 16 Tremont Street, and the Chelsea line and the Cambridge and Cambridgeport line from Brattle Street to Scollay's Building. The East Boston Ferry connection originated at Eliot Street near the Boston and Providence Railroad terminal instead of Dover Street. The Medford coach, which had never had very frequent service, was no longer listed.

Despite the pending competition from horse railroads, the Boston Board of Aldermen licensed four new omnibus lines in the spring of 1858. On March 30, a license was approved for a Chelsea and Boston route. Starting at Essex Street, it was to follow Washington, Court, Hanover, Fleet, and Commercial Street to the terminal of either of the East Boston ferries. On the East Boston side, the route was to continue through Border and Sumner Streets, Maverick Square, and Meridian Street to the Meridian Street Bridge over Chelsea Creek.

The other three routes, approved on April 12, 1858, all originated at unspecified locations in South Boston. The first was to run through Federal, Kneeland, Lincoln, Summer, and Washington Streets to a stand at Court Street between Tremont Street and Court Square. The return route was via Cornhill to Washington Street.

The second South Boston route was to cross the Dover Street Bridge and follow Harrison Avenue and Essex Street to Washington Street, then continue as above to and from Court Street. The third route was the same as this, but instead of terminating at Court Street, it was to continue on Washington, Union, and Haverhill Streets to the Fitchburg Railroad depot.

The notice of approval of these routes, published in the April 17, 1858, *Post*, included a warning that the owner or driver of any omnibus deviating from the routes as prescribed was to pay a penalty of not less than 10 nor more than 20 dollars for each offense. If these routes actually ran at all, they apparently lasted only until the Broadway Railroad opened, as they never appeared in the omnibus listings in the *Boston Almanac*.

1858 Horse Railroad News and Changes

Metropolitan Railroad

An ad from the Metropolitan Railroad in the April 28, 1858, *Post* announced that on and after May 1, cars would leave the Boston office for Forest Hills via Jamaica Plain every hour from 9:00 AM to 4:00 PM. Connecting omnibuses from the end of the car line would carry passengers the short additional distance to Forest Hills Cemetery. The through fare from downtown Boston was 15 cents.

The 1858 annual report of the Metropolitan did not mention this extension directly. It included the line of the West Roxbury Railroad, which had been reported as under construction in 1857. The annual report of the West Roxbury Railroad described the line as 1.2 miles of single main track and 0.67 miles of double main track. The company owned no cars or horses, as the Metropolitan supplied these.

A long front-page editorial in the July 5, 1858, *Post* complained of overcrowding on the main lines of horse railroads in Boston. It was claimed that sometimes 70 or 80 people were being carried in a car with only 20 or 30 seats. The writers favored some form of special legislation to require the horse railroads to provide enough service to meet peak demand. They also advocated reducing fares as the operating companies were said to be making huge profits.

The July 13, 1858, *Post* reported that the Metropolitan Railroad had petitioned the Boston Board of Aldermen for leave to run a line of omnibuses through Washington Street. Up to that time, cars of the Metropolitan did not run on Washington Street north of Boylston Street. On the same date, the proprietors of Scollay's Building petitioned the aldermen to remove the wagon and omnibus stands from the vicinity of the building.

J. H. Hathorne resigned as superintendent of the Metropolitan Railroad in 1858 and subsequently joined forces with former omnibus proprietors Hobbs and Prescott in their latest

venture called the Red Line of Coaches, also known as the Citizens' Line. This company ran omnibus service to downtown Boston from Concord Street in the South End, via Washington Street.

The Metropolitan had been unable to run supplementary horse car service between the South End and Boston because the city had not granted it permission to build a turnout where cars could stop and reverse without blocking through cars from Roxbury.

The December 3, 1858, *Post* mentioned that a Canton Street omnibus and one of the Citizens' Line had been seen racing dangerously. The paper threatened to continue publicizing such improprieties if they were witnessed again. Although not mentioned in the article, the Metropolitan Railroad ran the Canton Street omnibus.

Cambridge Railroad/Union Railway

The Cambridge Railroad and the Union Railway submitted their annual reports for 1858 in a combined document. Four of the five directors of the Cambridge were also among the six directors of the Union. The reports showed that since the previous annual report, the Union had built two new branches for the Cambridge Railroad. One ran from Main Street in Cambridge through Court and Third Streets (now all part of Third Street) to Winter Street in East Cambridge. This provided horsecar access to East Cambridge until a more direct routing via the Craigie Bridge was approved. The other new line ran from Main Street through River Street to the border of Brighton, where it connected with the Newton Railroad. The lengths of these branches were not reported, but the length of the former was about 0.7 miles and the latter about 0.6 miles. The Union owned 35 cars and 251 horses.

Newton Railroad

The annual report of the Newton Railroad showed that it had been in operation only since November 15, 1858, 15 days before the end of the fiscal year. The line was described as $2\frac{7}{8}$ miles, all single track. As noted in the report of the Cambridge Railroad, the Newton Railroad began at the border of Brighton and Cambridge on River Street. The rest of the route was not described, but the reported length would have taken it as far as Oak Square via Cambridge and Washington Streets. For the two weeks that it ran in fiscal 1858, an unspecified lessee provided the equipment for the Newton Railroad. This was probably the Union Railway, but the annual report of that company indicated only that it connected with the Newton.

Middlesex Railroad

The 1858 annual report of the Middlesex Railroad referred readers to the report of the Malden and Melrose Railroad for most details of operation. However, the Middlesex did show two new single-track branches. One, of 5,633 feet (1.1 miles), was called the Bunker Hill Branch. J. G. Chase's 1865 map of railroads in Boston and vicinity shows it following the present Chelsea and Bunker Hill Streets about to Cook Street. The other branch, of 2,276 feet (0.4 miles) was called the Somerville Branch. It provided a connection from the main line near Sullivan Square to the Somerville border, where it met the main line of the newly built Somerville Horse Railroad.

Somerville Horse Railroad

The first annual report of the Somerville Horse Railroad was that for 1858. It said that as of November 30, the line had been in operation for "four and two-thirds months," which would have put the opening date in early July. The length of the line was reported as 20,516 feet (3.9 miles) of single track but was not described more specifically. The 1865 map shows the

Middlesex Railroad's Somerville Branch and the Somerville Railroad following the present Cambridge Street in Charlestown and Washington Street, Somerville Avenue, and Elm Street to Davis Square, about three miles. A branch on Broadway from the border of Charlestown to Winter Hill accounted for the other 0.9 miles. The Malden and Melrose Railroad ran the Somerville Horse Railroad under lease.

Malden and Melrose Railroad

The 1858 annual report of the Malden and Melrose Railroad was the first issued by that company. It showed the company having begun operation on April 1 by leasing the Middlesex Railroad. Operation of the Malden and Melrose's own line began on July 19, 1858. The total length of the line was 18,006 feet (3.4 miles) of single track, with the tracks of the Middlesex Railroad providing the connection from Charlestown to Boston. The 1865 map shows that from Sullivan Square, this line followed the present Alford Street across the bridge over the Mystic River into South Malden (Everett), continuing on Broadway and Main Street into Malden and on Main Street and Centre Street to Malden Centre. (It never did get to Melrose.)

Boston and Chelsea Railroad

The Malden and Melrose also leased the Boston and Chelsea Railroad, which opened on November 20, 1858, just before the end of the fiscal year. The annual report of the Boston and Chelsea described it as 7,804 feet (1.5 miles) of single main track and 3,867 feet (0.7 miles) of double main track, nearly all paved except on the Chelsea Bridge. The construction cost was \$140,000. The Malden and Melrose provided the cars and horses used on the line.

Cars going to and from Chelsea ran on tracks of the Middlesex Railroad from downtown Boston to Chelsea Street at Bunker Hill Street in Charlestown. The reported length would have taken the line as far as Bellingham Square in Chelsea.

Dorchester Avenue Railroad/Dorchester Railway

The Dorchester Avenue Railroad failed within its first year of operation and trustees for the bondholders took possession. Under a decree of the state Supreme Judicial Court, the property of the company was sold in January 1858 to the newly organized Dorchester Railway Company. Three of the four directors of the new company, Edward King, W. R. Clark, and John J. May, were the directors of the old company. William Hendry was the only new director.

The Dorchester Railway took over operation of the line on February 1, 1858, but ran it only until May 31. The track was then leased by Messrs. Gore, Rose & Company of Boston, who also purchased all the equipment and began running the line starting June 1. The Dorchester Railway annual report described this as "the line of cars and the line of coaches connected therewith," but did not specify where the coaches went.

Broadway Railroad

The city of Boston approved the first location for the Broadway Railroad on March 24, 1858. The line was to begin in South Boston at the junction of Fourth and P Streets. It was then to have single track on Fourth and K Streets to Broadway, and double track on Broadway to Dorchester Avenue. On Dorchester Avenue it was to have a single track alongside that of the Dorchester Avenue Railroad to the Federal Street Bridge. The Broadway Railroad was to cross the bridge on the track of the Dorchester Avenue Railroad, then diverge on its own single track on Kneeland Street to South Street. It originally continued on a loop on South and Summer Streets back to the Dorchester Avenue Railroad at Federal Street, but the city rescinded the authority for that part in 1861.

The 1858 location grant also specified that there were to be stations with turnouts at the junction of Broadway and Dorchester Street; at the stable on Broadway between H and I Streets; and at the junction of P and Fourth Streets.

The 1858 annual report of the Broadway Railroad stated that after the location was approved, the line was put under construction by contract. For the last two months of the fiscal year, an unspecified section of the line was operated by J. C. Gipson and Company, but the Broadway Railroad itself owned no equipment. The rest of the line was expected to be open in another month or two. (During an 1860 public hearing, Gipson identified himself as having been engaged in running omnibuses for 19 years before leasing the Broadway Railroad.)

1859 Omnibus News and Changes

The 1859 edition of the *Boston Almanac* showed several changes in Boston omnibus terminals; several old routes were no longer listed but a few new ones appeared. Cambridge service, formerly described as serving Cambridge, Cambridgeport, Old Cambridge, and Harvard Square from Scollay's building was now listed simply as Cambridge from Brattle Street, and no Mount Auburn service was shown.

Charlestown omnibus service (possibly that of the Middlesex Railroad mentioned in the 1858 news above) ran from Summer Street instead of Scollay's. The Malden route, which also passed through Charlestown, ran from Merrimac Street instead of Haymarket.

New services were shown as running from Scollay's to East Boston and Winthrop, and the route to Mount Washington in South Boston started from Scollay's instead of Cornhill. Hathorne's Red Line from Concord Street to State Street was also listed, though not identified by name. The route to the East Boston ferry that had been diverted from Dover Street to Eliot Street in the 1858 listing was running from Dover Street again in 1859. There was no longer any omnibus service shown from Roxbury or Milton.

An ad published in the summer of 1859 for steamer service from Boston to Nahant said that the Citizens' Line of omnibuses connected with the boat at Long Wharf, but did not say where the omnibuses would take passengers to or from.

1859 Horse Railroad News and Changes

Cambridge Railroad/Union Railway

In March 1859, the Cambridge Railroad petitioned the City of Cambridge for a location from the Craigie Bridge at the Boston border through Bridge and Cambridge Streets to Harvard Square. The city initially rejected the petition because of opposition by residents who wanted the route to go to a new company, in order to break the Cambridge Railroad's monopoly on service in the city. On May 5, the city partly relented, granting the Cambridge Railroad a location on Cambridge Street from the existing Third Street line to a point short of the existing North Avenue line near Harvard Square. The opening date was not reported.

The Cambridge Railroad/Union Railway system also expanded with the June 13, 1859, opening of the West Cambridge Railroad, which the Union Railway ran under lease. The Cambridge Railroad was extended on the present Massachusetts Avenue from Porter Square to the border of West Cambridge to meet the new line. The report of the West Cambridge Railroad described it as 8,325 feet (1.6 miles), all single track. This is the distance from present-day Arlington Center to the border of Cambridge on Massachusetts Avenue. The additional distance from the border to Porter Square is 1.2 miles.

In Boston, the Cambridge Railroad apparently ran cars in both directions on Cambridge Street between the West Boston Bridge and Bowdoin Square, as on June 8, 1859 the city rescinded the authority to build the portion of a loop on Chambers and Green Streets. This authority was reinstated in 1862.

Malden and Melrose Railroad

The Malden and Melrose Railroad system lines showed no extensions during fiscal year 1859. A detailed list of equipment showed that the company owned 31 cars and 260 horses. Of this equipment 6 cars and 72 horses were used for operation of the Boston and Chelsea Railroad and 21 cars and 142 horses were used for operation of the Middlesex Railroad. In addition, the Malden and Melrose owned 40 omnibuses and 40 sleighs that were used in conjunction with operation of the Middlesex.

Brookline Railroad

Legislation approved February 17, 1859, authorized the Brookline Railroad Company (chartered in 1857, but with no line yet built) to lease or sell its franchise to the Metropolitan Railroad, subject to approval of the mayor and aldermen of Roxbury and the Brookline selectmen. A footnote in the 1859 annual report of the Metropolitan shows that it did purchase the rights and property of the Brookline Railroad that year, but no additional information about that line was included. At the end of the year, the Metropolitan owned 63 cars and 590 horses, compared with 44 cars and 528 horses in 1858.

Dorchester Railway and Dorchester Extension Railway

Messrs. Gore, Rose, and Company were still running the Dorchester Railway in 1859, but they provided no information about the results.

On February 18, 1859, Henry L. Pierce, Asaph Churchill, and Edward H. R. Ruggles were granted a charter for the Dorchester Extension Railway. This company was authorized to build and operate a horse railroad from a point in Dorchester near the Lower Mills with single or double track through Dorchester Avenue to the terminus of the Dorchester Railway at Centre Street and to connect the tracks of the two companies. The Extension Railway was also authorized to build such other railways in Dorchester as approved by the selectmen of that town. Capital stock was limited to \$50,000 in shares of \$100 each.

The Dorchester Extension Railway was completed by an unreported date in 1859, and was leased to Messrs. Gore, Rose and Company and run as part of the Dorchester Railway. The total length of the line was reported as 7,280 feet of single track. It ran from the end of the Dorchester Railway at Centre Street to Richmond Street.

Metropolitan Railroad

On March 8, 1859, the City of Boston authorized the Metropolitan Railroad to construct a 70-foot turnout on Washington Street between Northampton and Camden Streets to facilitate short-turnback service between the South End and downtown Boston. The authorization included a requirement that the Metropolitan provide service in both directions between the turnout and the Tremont Street terminal downtown from 6:30 AM to 11:00 PM from April to November, beginning one hour later the rest of the year. Service was to be run every five minutes during peak hours specified in the order, and every 10 minutes at other times. The Metropolitan was required to sell tickets priced at 25 for \$1.00, valid either on this route or on the parallel route on Tremont Street starting at Camden Street.

On April 25, 1859, the City of Roxbury authorized the Metropolitan to build a single-track extension over what is now Washington Street but was then part of Shawmut Avenue from Dudley Street to Oak Street (now Oakland Street). The length of this extension was one-half mile.

The original layout of the Metropolitan Railroad in downtown Boston required cars to reverse direction and change tracks on Tremont Street. As service frequency increased and more branches with through service to Boston were added, this became increasingly impractical. On December 31, 1859, the City of Boston authorized the Metropolitan to build a single-track downtown loop.

Starting from the original terminal, the loop continued north on Tremont Street to the intersection of Court Street and Cornhill and then turned east on Cornhill to Washington Street. (The former alignment of Cornhill is now a walkway along the south edge of Government Center Plaza, but instead of sloping down to Washington Street it connects to a flight of stairs to Congress Street.) The loop continued south on Washington Street to Boylston Street, where it rejoined the original outbound route. The total length of the loop was about 0.8 miles.

The City reserved the right to allow other horse railroads to use the new loop line. Track laying was not to begin before April 24, 1860. Upon commencing use of the loop, the Metropolitan was to be prohibited from running any omnibuses on Tremont Street or Washington Street in Boston.

At the end of the 1859 reporting year, the Metropolitan owned 63 cars and 590 horses, compared with 44 cars and 528 horses in 1858.

Middlesex Railroad

On December 31, 1859, the same day that the City of Boston approved the downtown Boston loop for the Metropolitan Railroad, it also approved a single-track downtown loop for the Middlesex. Starting at the former terminal at Haymarket Square the authorized line proceeded on Sudbury Street to Court Street. (Sudbury Street has now been partly relocated from its former location, which curved through the site of the high-rise section of the John F. Kennedy Federal Building. The segment of Court Street referred to is now part of Cambridge Street.) Proceeding on Court Street, the line diverged onto Tremont Row a short parallel street that no longer exists.

The newly approved track of the Metropolitan Railroad on Cornhill was to be used as far as Washington Street. From there, the Middlesex line crossed Dock Square and returned to Haymarket Square on Union Street, most of which was either relocated or obliterated by the 1960s Government Center redevelopment.

Clifondale Railroad Company Chartered

On April 1, 1859, Joseph C. Roberts, James M. Stone, and Edward Healey were granted a charter for the Clifondale Railroad Company. This company was authorized to build and operate a horse railroad from some point in Saugus to be approved by the Saugus selectmen through North Chelsea (Revere) and Malden to some convenient intersection with the Malden and Melrose Railroad in Malden. (The present city of Everett was part of Malden then.) Alternatively, the Clifondale was authorized to connect with the Boston and Chelsea Railroad or any future railroad that might connect with the Boston and Chelsea. Capital stock was limited to \$150,000 in shares of \$100 each.

Lynn and Boston Railroad Company Chartered

On April 6, 1859, a charter was approved for the Lynn and Boston Railroad Company. This was the longest horse railroad route in Massachusetts ever authorized by a single act of legislature. The subsequent history of this company is related in a later chapter.

Broadway Railroad

The Broadway Railroad, now reporting under the name Broadway Horse Railroad Corporation, showed a length of 7,210 feet of single main line track and 6,336 feet of double main line track in 1859. J. C. Gipson and Company were still running the line under lease, using 12 cars but an unspecified number of horses.

On December 31, 1859, the City of Boston authorized the Broadway to build a track across the Federal Street Bridge separate from that of the Dorchester Railway, rejoining its original route at Kneeland Street. Diverging from that route at South and Beach Streets, the new route continued over Beach Street, Harrison Avenue, and Essex Street to Washington Street. From there, the Broadway was authorized to run its cars on the tracks of the Metropolitan to Scollay's Building, including the new loop just authorized for the latter on Cornhill and Washington Street.

The 1860 annual report of the Broadway showed an increase in track length of 1,900 feet, which was consistent with new line authorized as above. However, due to an incomplete specification of the segments of the Metropolitan that the Broadway was allowed to use, the extension was not immediately placed in service.

Dorchester and Roxbury Railroad

By the spring of 1859, the Dorchester and Roxbury had made no progress and was in danger of losing its charter, but an act of the legislature approved in April gave the company a time extension if it could raise 10 percent of its authorized capital within one year. The right to build the Meeting House Hill line was to be void if the Dorchester Avenue Railway built a branch to Upham's Corner and Meeting House Hill by January 1860. (That branch was completed at least within 1860.)

On November 16, 1859, the Town of Dorchester granted a location to the Dorchester and Roxbury for a single-track line from Washington Street near Norfolk Street to the border of Roxbury, as had been called for in the original 1857 charter.

1860 Horse Railroad News and Changes

Except as summarized below, the 1860 annual reports of the horse railroad companies showed no significant changes in routes or equipment.

Cambridge Railroad/Union Railway

In May 1860, the City of Cambridge approved a location for the Cambridge Railroad from the Boston border on the Craigie Bridge via Bridge and Cambridge Streets to the Cambridge Street route authorized in 1859 at Third Street. A connection from Cambridge Street to North Street was approved in August 1860.

On July 25, 1860, in conjunction with these extensions, the City of Boston authorized the Cambridge Railroad to build connecting tracks from the Cambridge border on the Craigie Bridge through the West End, but not quite connecting with its original line on Boston's Cambridge Street. As described in this order, the route would have followed Leverett, Brighton, Lowell, Merrimac, and Chardon Streets to the corner of Hawkins Street, with a turnout not to exceed 200

feet on the north side of Hawkins. Also authorized was a track on Leverett Street from Brighton Street to Minot Street and on Minot Street to Lowell Street. (Leverett, Brighton, and Minot Streets were later obliterated by the West End redevelopment and highway construction. The southern end of Lowell Street is now Lomasney Way.)

After completion of this line, the Union Railway was to be required to route all cars between Boston and East Cambridge, points along Cambridge Street, Porter Square, or West Cambridge via the Craigie Bridge, rather than the West Boston Bridge. The company was to pay the city an annual fee of \$15.00 for each car in service across the Craigie Bridge.

The authorized location on Merrimac Street would have required the Cambridge Railroad to contribute to the cost of widening the street, which the company was unwilling to do. Consequently, on November 22, 1860, the City revoked the authorization for a track on the segment of Merrimac Street between Causeway and Lancaster Streets. The City replaced it with a route from Lowell Street via Causeway and Portland Streets to Chardon Street and another on Lancaster Street from Causeway Street to Merrimac Street.

The Cambridge Railroad and Union Railway showed no new extensions completed during the year ending November 30, 1860, but the authorized extensions described above were opened soon after that. The Union Railway's equipment increased to 54 cars from 48 and to 305 horses from 291. The leased Newton Railroad, Waltham and Watertown Railroad, and West Cambridge Railroad showed no changes in the lengths of track owned.

Clifondale Railroad

The Clifondale Railroad reported that it had been granted locations by the selectmen of Malden and Saugus and that the line was under construction but not yet in operation. When complete it was to run from a connection with the Malden and Melrose Railroad in South Malden (Everett) to the border of Lynn and Saugus. An agreement had been made for the Malden and Melrose to run this line when it was ready for use.

The length of the Clifondale was reported as 35,607 feet (6.7 miles) of single track. Instead of the girder rail commonly used on other horse railroads at that time, the line was being built partly using strap rail bolted and spiked to longitudinal timbers.

Dorchester Railway

The Dorchester Railway reported that during 1860 it had built a branch from the original main line on Dorchester Avenue in Washington Village in South Boston to Washington Street in Dorchester. The part in Dorchester was built under contract by the Dorchester Extension Railway and then sold to the Dorchester Railway. The portion of the branch in South Boston was authorized by the City of Boston in an order dated December 30, 1859. J. G. Chase's railroad map of Boston and vicinity, published in 1865, shows that the branch followed the present Boston, Hancock, and Bowdoin Streets to Washington Street. The length was reported as 13,524 feet (2.6 miles) of single track.

In conjunction with this extension, the Dorchester Railway was building a second track on Dorchester Avenue between Broadway and Washington Village, which was expected to be in use by the spring of 1861.

Messrs. Gore, Rose, and Company still ran the Dorchester Railway and the Dorchester Extension Railway under contract. The directors of the Extension Railway included Stanley and David Gore in 1860, but only Stanley Gore was a director in 1859.

Lynn and Boston Railroad

The directors of the Lynn and Boston Railroad filed their first annual report for fiscal 1860. So far, they had spent \$25,000 for a construction contract and \$2,800 for four cars still on order, but the work had not progressed far enough for any other details.

Malden and Melrose Railroad System

The annual report of the Malden and Melrose Railroad showed an increase in cars owned from 31 to 42, and in the number of horses owned from 260 to 290. There was no change in the length of the line.

The Middlesex Railroad showed an increase of 3,144 feet (0.6 miles) in the length of its main line, all single track, but did not say where this was.

The 1860 report of the Somerville Horse Railroad showed a decrease of 6,386 feet (1.2 miles) in the length of its main line. This was a result of the line from Charlestown to Winter Hill on Broadway having been sold to the Medford and Charlestown Railroad for \$18,000.

The 1860 annual report of the Medford and Charlestown Railroad, the first issued by that company, described it as running from the Charlestown line to Medford Square. The segment from Medford Square to Winter Hill was built under contract by the Medford and Charlestown. The remainder, which the Somerville Railroad reported as having sold, the Medford and Charlestown reported as holding under a perpetual lease. The new extension followed Main Street from Medford Square to Broadway. The total length of line controlled by the Medford and Charlestown was reported as 15,658 feet (3.0 miles), all single track. Operation began on June 1, 1860, by a lessee, not specified but apparently the Malden and Melrose Railroad.

The other railroad in the Malden and Melrose system, the Boston and Chelsea, showed no change in route length in 1860.

Metropolitan Railroad

The Metropolitan Railroad showed increases in several mileage categories but did not say where the extensions were. The length of main line single track increased 0.7 miles, while the length of branch single track increased 1.9 miles and that of branch double track by 0.4 miles.

Through the acquisition in 1859 of the franchise of the Brookline Railroad, the Metropolitan had gained the right to build a branch to Brookline Village. As built, it began from a connection with the Metropolitan's Jamaica Plain branch at Tremont Street near the crossing of the Boston and Providence Railroad (Roxbury Crossing) and followed Tremont Street to what is now Brigham Circle. It then continued west on what was then also part of Tremont Street but is now part of Huntington Avenue to the border of Brookline, and on Washington Street to Brookline Village. The line initially ended near the Washington Street Bridge over the Brookline Branch of the Boston and Worcester Railroad. The distance from Roxbury Crossing to Brookline Village would have accounted for most of the increase in branch mileage reported by the Metropolitan in 1860.

Suffolk Railroad

The City of Boston approved the first locations for the Suffolk Railroad on December 31, 1859. Starting from the People's Ferry Company slip (at Battery Wharf) the line was to follow Commercial and Hanover Streets to Court Street. It was then to use the recently authorized tracks of the Middlesex Railroad on Court Street and Tremont Row to Scollay's Building, the Metropolitan Railroad on Cornhill, and the Middlesex again on Washington Street, Dock Square,

and Union Street to North Street. Returning to its own track, the Suffolk was to follow North Street, North Square, and Moon, Fleet, and Commercial Streets back to the People's Ferry. The Suffolk was also authorized to build a spur on Eastern Avenue to the East Boston Ferry Company's slip (at Sargents Wharf), and another on Hanover Street east of Commercial Street to the slip of the Chelsea Ferry.

In East Boston, the Suffolk Railroad was authorized to build a track from the slip of the East Boston Ferry Company on Lewis Street to Maverick Square, then on Chelsea Street to the Chelsea Street Bridge. A second line was authorized from the slip of the People's Ferry in Sumner Street to Belmont Square (now called Brophy Park), but the authority for the segment between Orleans Street and Maverick Square was revoked in 1862. A third route was authorized from Maverick Square on Meridian Street to the Chelsea New Bridge.

An additional order on June 25, 1860, authorized the Suffolk to build a separate track on Court Street between Hanover Street and Brattle Street.

Winnisimmet Railroad Company

The directors of the Winnisimmet Railroad submitted their first annual report for fiscal 1860. It stated that the line had just commenced running, so there were no results to report. The length of line was reported as "about 2½ miles," all single track. No information about cars or horses was included.

CHAPTER 8

FINAL YEARS OF GREATER BOSTON OMNIBUS SERVICE

As related above, Boston omnibus lines and other short-distance coach lines first had to face the threat of competition from horse railroads in 1853, when the Massachusetts legislature began approving charters for companies to provide this new form of local transportation. Slow progress in obtaining municipal approvals for track locations and in raising funds for construction gave coach operators a brief reprieve. However, after the first Boston horse railroad lines opened in 1856, expansion of this mode was as rapid as had been that of the omnibus lines two decades earlier.

Within a span of five years from 1861, nearly all the omnibus and short-distance coach lines in and around Boston were discontinued. Nevertheless, one company survived under the same ownership until 1889, when horse railroads were themselves starting to be displaced by electric street railways. Before continuing with the horse railroad story, we will wrap up that of the omnibus.

1860 and 1861 Omnibus News and Service Changes

The 1860 edition of the *Boston Almanac* was the last one in which most of the remaining omnibus routes extending beyond what were then the limits of the city of Boston were listed. It is not clear whether all the routes no longer shown after that had been discontinued or if some were simply considered too unimportant to devote space to.

Year-by-year changes in omnibus listings have been provided above. In bringing to a close the story of the omnibus era in Greater Boston public transportation, it is appropriate to note the 12 routes that remained in the 1860 *Almanac* but not subsequent ones. As in each edition since 1850, most of the listings showed only the Boston terminal and the outer town. These routes were:

- Brighton, from 16 Tremont Street
- Brookline from 108 Tremont Street, instead of 2 Montgomery Place
- Cambridge, from Brattle Street
- Charlestown, from Summer Street
- Chelsea, from Scollay's Building
- Dorchester, from 20 Franklin Street
- East Boston, from Scollay's Building
- East Cambridge, from 60 Court Street
- Jamaica Plain from 2 Montgomery Place
- Malden from Haymarket
- North Chelsea from Scollay's Building
- Winthrop from Scollay's Building

In addition to these, in 1860 a route to Grove Hall was listed as running from 20 Franklin Street, but the next edition showed Grove Hall served from Scollay's Building. A route listed in

1860 as going from Scollay's Building to Somerville was shown in 1861 as going from the same terminal to Somerville (Spring Hill).

Listings of omnibus routes entirely within Boston would also become much shorter after the 1860 edition of the *Almanac*. Routes shown for the last time in the 1860 edition were: Dock Square to Canton Street; Dover Street to East Boston Ferry; Mount Washington, South Boston from Scollay's Building; and State Street to Fitchburg, Lowell, Providence, and Worcester Stations (possibly not all one route). A route from Dover Street to the Chelsea Ferry shown in 1860 but not 1861 was later replaced briefly by a longer route starting at Concord Street.

City routes in the 1860 edition that were also in the 1861 edition were: Concord Street to foot of State Street; Dover Street to Charlestown Bridge; Dover Street to Lowell Station; and East Boston from 56 Court Street.

According to testimony by the Metropolitan Railroad Company treasurer in a hearing on February 10, 1860, the Metropolitan then had a fleet of 30 coaches, of which 16 were used on the route from Canton Street to Dock Square, and 14 on routes from Dover Street to "various parts the city"

The 1861 edition also listed routes from Scollay's Building to Chelsea Ferry; Eliot Street to East Boston; and South Boston to Eastern Railroad Depot. The route from Dover Street to the Lowell station was shown as also serving the Eastern Railroad station next door.



Figure 10. Winthrop Omnibus c. 1865

Starting in 1848, an omnibus served the rural town of Winthrop, about five miles from Boston Proper. Trips began at Tafts Hotel on Point Shirley, passed through Winthrop and East Boston, and terminated near Maverick Square. The line was extended via ferry to Scollay Square in Boston. It sold out to Winthrop's horse railroad in 1873.

Greater Boston Omnibus and Coach Service 1862 to 1865

The greatly reduced list of omnibus service in the 1861 edition of the *Boston Almanac* is discussed above. The 1862 and 1863 editions omitted transportation information to make room for news of involvement of Massachusetts residents in the Civil War.

The 1864 edition of the *Almanac*, published in December 1863, reinstated transportation information. Detailed information about horse railroad service was included for the first time, and will be discussed in a later section. Only four omnibus routes were listed. Three of these originated at Concord Street in the South End. These were part of Hathorne's Red Line of coaches, although not identified as such in the *Almanac*.

One Concord Street route ran to the foot of State Street. The second route ran to the Chelsea Ferry via Washington, Court and Hanover Streets. The third route ran to the Charlestown Bridge via Washington, Court, Green, Leverett and Causeway Streets. Court Street extended as far as Bowdoin Square, on the approximate present alignment of Cambridge Street. Hanover Street ran across what is now City Hall Plaza to connect with Court. The segments of Green and Leverett Streets included in this route have been obliterated by the West End redevelopment.

The southbound route of each Concord Street line was the same as the northbound route. Service on all three lines ran every 15 minutes from 6:30 AM to 9:00 PM except on Sundays, when service was half hourly from 8:30 AM to 9:00 PM. If the schedules were coordinated,

Washington Street would have had service every five minutes in each direction on weekdays. The fare on each route was five cents.

The only other route listed ran from an unspecified location in Brookline. In Boston it followed Beacon, Tremont, and Court Streets to State Street. Service ran half-hourly from 7:30 AM to 8:00 PM. The fare was ten cents.

The 1865 edition of the *Almanac* showed several changes in omnibus service from 1864. The route from Concord Street to State Street was no longer listed, and Sunday service on the other two routes was apparently discontinued. The route that formerly ran to the Charlestown Bridge was extended to Charlestown Square via Causeway Street and the Warren Bridge. Service frequency on this route was increased to every six minutes from 6:00 AM to 9:00 PM.

The Boston terminal of the Brookline route was changed from State Street, more specifically to the Post Office (on the present site of the Boston Stock Exchange Building). The first trip to Brookline left from the State House on Beacon Hill at 8:00 AM. Service was then hourly from the Post Office, from 9:00 AM to 5:00 PM, followed by trips from the State House at 8:00 and 10:00 PM. The fare was increased to 12 cents one-way or 10 tickets for \$1.00.

The 1865 Metropolitan Railroad Agreement with J. H. Hathorne

In 1865, the management of the Metropolitan Railroad and Jacob H. Hathorne, by then doing business as the Citizens' Line of omnibuses, reached an agreement under which Hathorne would reduce service that competed with lines of the Metropolitan in return for compensation from that company. Specifically, Hathorne was not to run service more frequently than every 10 minutes from 5:45 AM to 9:30 PM south of Dover Street or through Court Street, Bowdoin Square, and Green, Leverett, and Causeway Streets to, from, or by the railroad depots. He was not to extend service into Roxbury, was not to run service to the Chelsea Ferry, and was not to run between Dover Street and Boylston Street more frequently than every five minutes.

Hathorne was permitted to run service no more than once every 10 minutes from Dover Street through Washington, Court, Hanover, and Union Streets to Dock Square or to Haymarket Square and the Warren Bridge, but his vehicles were not to pass the Eastern or Lowell Railroad depots. As an alternative, if he discontinued this line, he was to be allowed to run a line instead to the Craigie Bridge via Court, Green, and Chambers or Leverett Streets. (Chambers Street was west of the present Staniford Street, but was eliminated in the West End redevelopment, as was Leverett Street.)

This agreement was to be in effect for five years from July 17, 1865. During this time, the Metropolitan was to pay Hathorne \$6,600 a year in monthly installments of \$550. At any time after August 1, 1865, the Metropolitan was to have the option of buying out Hathorne's entire business and equipment for a cash payment of \$39,000 and \$10,000 a year for the remaining term of the agreement. However, Hathorne was to be retained as manager of the service without additional compensation.

The Metropolitan never did exercise the option to buy out Hathorne, but he seems to have abided by the restrictions placed on service frequency for at least the first few years of the agreement. Rather than helping to ease Hathorne out of competition, the agreement helped him stay in business long enough to prove that there was enough demand both for horsecars and for omnibuses at least on the routes he served.

Greater Boston Omnibus and Coach Service 1866 to 1869

The 1866 *Almanac* did not show an omnibus route to the Chelsea Ferry. Service on the route from Concord Street to Charlestown was reduced to every 10 minutes from 5:45 AM to 9:30 PM. However, it was supplemented by a route from Dover Street (now East Berkeley) to Charlestown via Washington, Union, and Haverhill Streets and the Warren Bridge, with service every 10 minutes from 5:45 AM to 9:00 PM. Fares on both routes were five cents one-way or 24 tickets for \$1.00.

On the Brookline route, service was described as leaving the State House at 8:15, 9:15, 10:00, and 11:30 AM, then hourly from 1:00 to 7:00 PM and at 10:00 PM. The same times were shown for departures from the Post Office from 9:15 AM to 5:00 PM, suggesting that most of the State House times were approximate. On Sundays, trips left the State House only at 12:30, 4:30, and 9:30 PM. The fare had increased to 15 cents, or eight tickets for \$1.00.

All omnibus information in the 1867, 1868, and 1869 editions of the *Boston Almanac* was the same as in the 1866 edition.

The July 27, 1869, *Boston Post* reported that the previous day, the Boston Board of Aldermen had granted a license to H. T. Litchfield to run two omnibuses on a loop route through downtown Boston from Bowdoin Square through Court, State, Broad, Summer, Winter, and Tremont Streets, then back to Court Street. (The southern end of Broad Street later became part of Atlantic Avenue.)

At the time, Litchfield ran a line of seasonal steamboats from a wharf near the present Seaport Boulevard to Hingham, Nantasket, and Gloucester. These were sometime advertised as the People's Independent Line. The omnibus line would have provided collection and distribution for the steamers but was not limited to such service.

Greater Boston Coach Service in the 1870s

The agreement between Hathorne and the Metropolitan Railroad was apparently terminated before the end of 1869, as the 1870 edition of the *Boston Almanac* showed several changes to coach service between the South End and Charlestown. In place of separate departures from Concord Street and Dover Street, a single route started farther south at Northampton Street, and the north end of the line was extended to 269 Main Street in Charlestown on the corner of Salem Street. Departures were every four minutes from 5:45 AM to 10:00 PM. The fare was still 5 cents, or 24 tickets for \$1.00.

The 1870 *Almanac* still showed the same information for the Brookline coach route as in 1866 through 1869. However, in the 1871 edition, this line was replaced by omnibuses described as running from Gloucester Street connecting with Brookline and Longwood horsecars that started from the Tremont House hourly from 8:00 AM to 6:00 PM. The fare was 12 cents, or 10 tickets for \$1.00.

The description given of this route is confusing. At the time, a horsecar line from downtown Boston ran via Boylston, Clarendon, Marlborough, and Gloucester Streets to Beacon Street, where it intersected the former coach route to Brookline via Beacon Street and Brookline Avenue. Longwood Avenue crosses Brookline Avenue in the Fenway, but did not yet have a horsecar line. Regardless of where this coach line ran, it was not listed in subsequent editions of the *Almanac*.

In the 1872 *Almanac*, the only remaining coach line on a regular route or schedule was the one from Northampton Street to Charlestown, identified as Citizens' Line Coaches. The schedule was unchanged from the 1870 edition. The same information appeared in the editions of 1873 through 1875, except that the 1874 edition was the final one to use the term omnibus in reference to such service.

On November 3, 1874, the *Boston Globe* reported that the Boston Board of Aldermen had postponed indefinitely taking action on a petition by J. F. Hurn to run coaches between the Boston & Albany Railroad station (on Kneeland Street) and the Boston & Lowell and Eastern Railroad stations (on Causeway Street).

The 1876 *Boston Almanac* showed service frequency on the Citizens' Line increased to every three minutes, with departures from Northampton Street from 5:45 AM to 9:30 PM and from Salem Street in Charlestown from 6:25 AM to 10:30 PM.

A new listing appeared in the same edition for People's Line Coaches running from Summer Street in Boston to Eighth Street in Cambridge every 10 minutes from 7:00 AM to 8:00 PM. The route was not described, but was probably similar in at least one direction to the route granted to H. T. Litchfield of the People's Line of steamers in 1869 for a route from Bowdoin Square to Summer Street. The new coach line also ran service from the head of Summer Street to Rowes Wharf. Horsecar service on that segment had been removed to make way for the tracks of the Union Freight Railroad. J. C. Stiles was listed as the agent of the People's Line.

Information for both the Citizens' Line and the People's Line was the same as in 1876 in the *Almanac* editions from 1877 through 1879, except that in 1879 the starting time of the first trip from Charlestown was advanced slightly, to 6:15 AM.

The *Boston Globe* of December 14, 1879, reported that the people of East Cambridge had presented Mr. Stiles, the proprietor of the People's Line of Coaches, with a purse of money "as a token of their esteem and in consideration of the low rates of fare which they are now enjoying." Stiles was said to have conceived of the idea of running his line of coaches five years earlier. By December 1879 he was running 15 coaches and was planning to add more in the spring. He had built a barge with a capacity of 40, which he ran in the heavy travel hours. Patrons of his line reportedly supported it in spite of lower fares on the horsecars to Boston for fear that if the coaches were discontinued the horse car fares would be raised.

Greater Boston Coach Service in the 1880s

The 1880 edition of the *Boston Almanac* omitted coach listings, but the remaining routes were still running. The November 27, 1880, *Boston Globe* reported that on the previous day, the Boston aldermanic committee on licenses had held a hearing on a petition from the Hathornes. This petition requested a permit to extend some of the service on their Charlestown coach line from Salem Street to Sullivan Square. "Some 600 citizens" had signed a petition in favor of the extension, and other witnesses read a letter said to be on behalf of 1,000 persons supporting it. Officials from the Middlesex horse railroad appeared in opposition, and the committee postponed action on the petition.

The 1881 edition of the *Boston Almanac* was published shortly after the hearing and showed service on the Citizens' Line Charlestown route unchanged from 1879. The Cambridge end of the People's Line route was extended from Eighth Street to Inman Square.

Two new coach operations also appeared in the 1881 *Almanac*. A company identified as People's Coaches, Wm. F. Abbott, Proprietor, ran coaches every half hour from Upham's Corner

to Neponset on an unspecified route. A company not named in the *Almanac* ran coaches connecting with Grove Hall horsecars at Columbia Road to the Mount Hope Cemetery daily at 11:00 AM, and hourly from 1:00 to 6:00 PM. A second connection to the cemetery was provided at Forest Hills with Boston and Providence Railroad trains leaving Park Square at 11:40 AM and 1:15, 2:40, 4:05, and 5:10 PM, and with horsecars leaving Temple Place at 11:00 AM and 12:30, 2:00, 3:30, and 4:30 PM.

The April 5, 1881, *Globe* reported that the previous evening, the Charlestown Trade and Improvement Association approved a resolution supporting the extension of Hathorne's coaches to Sullivan Square because the horsecar facilities in the district were "notoriously inefficient."

The 1882 *Almanac* still showed the Charlestown coaches running only to Salem Street, but with the first trip from Northampton Street changed from 5:45 to 5:30 AM. Information for the other coach lines that had been listed in 1881 was unchanged.

There was a new listing for the Herdic Phaeton Company, running coaches between the Northern and Southern Depots via Washington and Devonshire Streets, but apparently not on a fixed schedule. The same company ran service "to any part of the city as ordered." The company office was at 35 Congress Street. It was apparently distinguished from the many hackney cab services by offering vehicles of more advanced design.

The only change in the 1883 *Almanac* coach listings compared with 1882 was that the route from Upham's Corner to Neponset was gone.

A feature article in the June 3, 1883, *Globe* listed routes, numbers of cars, and numbers of trips per day for each of the Boston horse railroad and coach lines. The Hathorne or Red Line from Northampton Street to Charlestown was described as running to Charlestown Neck, which usually referred to the area around Sullivan Square. The company ran 30 coaches from 6:00 AM to 11:00 PM, making about 600 trips a day.

The People's or White Line to East Cambridge had 19 coaches running to East Cambridge, averaging 15 minutes per trip until 4:00 PM, "after which as quick time as possible is made."

The Herdic Coach Company was reported to have begun operations in July 1881. In 1883 it had about 50 coaches "which are upon the street continually...having no particular route."

A new line of coaches had just been inaugurated, running from the corner of Franklin and Washington Streets to Brookline hourly during the day, but the route was not described further.

In the 1884 *Almanac*, information for the Citizens' Line was unchanged, but the People's Line was not listed, nor was any Brookline coach. The Herdic line was described as running to all depots or any part of the city.

On the Mount Hope Cemetery route, the last trip from Grove Hall was changed to 5:50 PM. Connections with Boston & Providence trains at Forest Hills were provided on Sundays only, hourly from 1:00 to 5:00 PM, and at 5:45, and only until November 1.

By the 1886 edition of the *Boston Almanac*, the Citizens' Line route from Northampton Street to Charlestown was the only remaining coach service with a fixed route and schedule. It was also the only such service in the editions of 1887 through 1889.

The End of Boston's Last Omnibus Route

The December 18, 1889, *Globe* reported that the Citizens' Line had ceased operation with no advance notice to riders two days earlier. When located for an interview, J. H. Hathorne said that

he had decided it was time to retire. The company's 140 horses had been sold to the West End Street Railway (which had consolidated all the Boston Street Railway companies in 1887 and was in the process of electrifying them). Hathorne was scrapping worn-out rolling stock, but hoped to sell the 40 omnibuses and 30 sleighs in good condition, probably in small lots. Hathorne believed that after his line closed, the Fifth Avenue line in New York would be the last urban coach line in the country. The article noted that the Stiles line from Cambridge to Boston had ended a few years earlier "because the street railway influence against it was so powerful."

The end of the Citizens' Line came after the 1890 *Boston Almanac* had gone to press, so it was still listed. However, that was the last edition to show any scheduled coach lines. The era of the horse-drawn street railway in Massachusetts would end in just a decade after the urban omnibuses and coaches.



Figure 11. Omnibus and Horsecars in Downtown Boston, Late 1880s

The lone omnibus in the foreground—among the last of its breed—is followed by several horsecars in heavy traffic on Washington Street in the vicinity of Newspaper Row (near School Street). The omnibus is operating on the Citizens Line's route between Charlestown and Northampton Street. Omnibuses would become extinct in Boston in 1889, while the horsecars that replaced them would themselves last just 11 years longer.

CHAPTER 9

GREATER BOSTON HORSE RAILROADS 1861 TO 1869

1861 Horse Railroad News and Changes

In 1861, Boston's first horse railroads reached the five-year anniversaries of the dates when they first carried passengers, so it is appropriate here to look at the progress of these and the other lines that had opened in that span.

The *Boston Almanac* noted the existence of each of the Boston horse railroads during their first five years; it did not include much detail about routes and included no information about service frequency. However, the 1861 edition of the *Boston Directory* listed routes and schedules for each of the seven horse railroad companies or families of companies as of the middle of that year. The route and schedule information were as follows, supplemented by details from other sources, including the annual returns for the year ending November 30, 1861.

Cambridge Railroad/Union Railway

The *Directory* did not include the name of the Union Railway, although it was the lessee and operator of all the lines in the system. The starting point for all lines was shown as Bowdoin Square. The most frequent service shown was to Cambridge (probably meaning Harvard Square) every five minutes, but this likely included trips on the branches continuing farther. These included the line to Fresh Pond/Mount Auburn every 15 minutes, with alternate trips probably by the service to Watertown shown as every 30 minutes. At Watertown, alternate trips were met by coaches for Waltham.

The Brighton (Oak Square) branch, which split from the main line at Central Square, had service every 30 minutes. Service to East Cambridge was every 15 minutes. This was probably by then the routing via Craigie Bridge, continuing to Harvard Square via Cambridge Street. If the City of Boston order was being complied with, this would have been the routing for West Cambridge (Arlington) cars. Service to West Cambridge was shown as hourly, with alternate trips having coach connections from West Cambridge to Lexington.

As of November 30, 1861, the Cambridge Railroad reported owning 50,328 feet (9.5 miles) of main line routes, including 27,500 feet of single track and 22,828 feet of double track. These represented increases of 20,548 feet of single track and 4,425 feet of double track compared with the previous year. The increase in single track included 11,246 feet gained through purchase of the Waltham and Watertown Railroad, as authorized by an act of the legislature approved March 21, 1861.

The length of branches was unchanged at 31,511 feet, all single track. The remaining leased lines showed no changes in reported route-length, at 2 ⁷/₈ miles of single track for the Newton Railroad and 8,325 feet of single track for the West Cambridge Railroad.

The Union Railway, as lessee of the system, still showed a fleet of 54 cars, as in 1860. The number of horses owned had increased from 305 to 322. During fiscal 1861, ridership was 2,577,462 passengers, compared with 2,872,470 in fiscal 1860. This loss may have reflected impacts of the Civil War on travel in 1861.

On March 25, 1861, the Massachusetts legislature approved a charter for the Belmont Horse Railroad Company. This company was authorized to build a railway from the vicinity of

Belmont Center via Common Street and Concord Avenue and Waterhouse Street to a connection with the Cambridge Railroad at North Avenue in Cambridge. The Cambridge Railroad was to be required to draw the cars of the Belmont Railroad east of the junction for reasonable compensation. The City of Cambridge approved the location of the Belmont Railroad as far as the border of Belmont in June 1861, after which nothing more seems to have been heard from the company. Most of the proposed route never gained service during the horse railroad era.

On October 16, 1861, a group attempting to break the Cambridge Railroad monopoly petitioned the Massachusetts legislature for a charter for the Broadway Railroad Company of Cambridge. This company sought authorization for a route from Main Street in Cambridge at the present Kendall Square via Broadway, Garden Street, Concord Avenue, and Craigie Street to Brattle Street, with the right to run its cars through to Mount Auburn on the Cambridge Railroad's tracks, and to compel the Cambridge Railroad to draw its cars from Broadway at Main Street to Bowdoin Square. The charter was approved by the Massachusetts House in 1862, but defeated in the Senate through the efforts of the Cambridge Railroad.

Metropolitan Railroad

The terminal for all Metropolitan Railroad lines in 1861 was shown as 100 Tremont Street, implying that the new loop through Cornhill was not yet complete. Five routes to Roxbury were listed: Norfolk House (6 min.); Mt. Pleasant (Dudley Street at the Dorchester town line, 20 min.); Warren St. (15 min.); Tremont Street (8 min.) and Oak Street (30 min.). Lines that continued beyond Roxbury, on which service may have been counted in the preceding frequencies were Brookline (30 min.); Jamaica Plain (20 min.); and Dorchester, Grove Hall and Town Hall (30 min.). The latter line was the newly completed Dorchester and Roxbury Railroad, served by alternate trips on the Warren Street line. Short-turns from the South End, called the Neck Line, were shown as every 5 minutes, but this may have included some trips from more distant points.

To provide further relief for congestion from the number of cars being run into downtown Boston, in 1861 the city allowed the Metropolitan to build a temporary loop from Washington Street via Essex Street, Harrison Avenue, and Dover Street back to Washington Street. This location was made permanent by a city order on September 5, 1861, but with a proviso that effectively required the Metropolitan to turn Jamaica Plain and Brookline cars back on this loop rather than continuing through to Cornhill.

The amount of owned track reported by the Metropolitan as of November 30, 1861, had changed only slightly from one year earlier. Single-track main line remained at 11,758 feet, and double-track main line at 9,575 feet. The length of single-track branches increased slightly, from 36,106 feet to 36,592 feet, but the length of double-track branches decreased from 12,656 feet to 12,145. The length of the leased West Roxbury Railroad was unchanged, at 1.20 miles of single track and 0.67 miles of double track. The Dorchester and Roxbury Railroad, reporting for the first time, had a route of 7,460 feet of single track.

During fiscal 1861, the Metropolitan system carried 5,810,119 passengers, compared with 6,410,850 in fiscal 1860. The number of cars owned increased from 77 to 82, while the number of horses owned decreased from 546 to 500.

Dorchester Railway/Dorchester Extension Railway

The Dorchester Railway was shown as running cars from the corner of Broad and State Streets to three destinations. Service to Dorchester, probably meaning to Bowdoin and

Washington Streets via Upham's Corner and Meeting House Hill ran every 15 minutes. Service to Washington Village was also shown as every 15 minutes. It is not clear if this was separate from the Dorchester service that passed through Washington Village. Service to Milton (actually Richmond Street at Dorchester Avenue in Dorchester Lower Mills) ran only hourly.

The total reported length of the Dorchester Railway was still 25,200 feet in 1861, but 2,606 feet were reported as double track, compared with entirely single track in 1860. The new second track section was between Broadway and Washington Village. The length of the Dorchester Extension Railway was still reported as 7,830 feet, all single track.

The lessees provided all the equipment used on the Dorchester Railway and the Dorchester Extension Railway and did not provide any data in 1861. In 1860, it was reported that there were 21 cars and 141 horses. Ridership on the Dorchester Railway was reported as "about 722,070" in fiscal 1861, down from "about 765,409" in fiscal 1860. Reported ridership on the Dorchester Extension Railway increased from 109,500 in fiscal 1860 to 122,275 in fiscal 1861. It was not specified how passengers who rode through between the Dorchester Railway and the Dorchester Extension Railway were counted in these figures.

Broadway Railroad

The Broadway Railroad was shown as running a single route (its original one) to South Boston from Summer Street, every 10 minutes. The connection to the Metropolitan and Cornhill was apparently not yet open.

In consequence of the Metropolitan having built the loop tracks on Essex Street and Harrison Avenue described above, the city on August 20, 1861, modified the route of the connection between the Broadway and the Metropolitan to follow Beach Street all the way to Washington Street. From there, the Broadway was to use the tracks of the Metropolitan via Washington, Boylston, and Tremont Streets to Scollay's; the horsecars returned via Cornhill, Washington Street, Essex Street and Harrison Avenue to the Broadway's own track at Beach Street. As part of the same order, the Broadway was required to remove its original tracks on South and Summer Streets north of Beach Street and to repave those streets.

As of November 30, 1861, the Broadway reported a total route length of 14,904 feet, down from 15,446 feet one year earlier. Single main track decreased from 9,110 feet to 7601.5 feet, but double main track increased from 6,366 feet to 7,302.5 feet. The lessees did not report the number of cars or horses used on the Broadway Railroad, or the number of passengers carried in either 1860 or 1861.

Suffolk Railroad and Winnisimmet Railroad

Schedule information for the Suffolk Railroad showed only that it was based at 54 Court Street and ran to East Boston every 15 minutes. An act of the legislature approved on April 4, 1860, allowed the Suffolk to lay tracks on the boats and drops of the People's Ferry (the more northerly of the two East Boston ferries) and to have its cars carried across the harbor on the boats.

Schedule information for the Winnisimmet Railroad showed it also operating from 54 Court Street with service to Chelsea every 15 minutes. A legislative act approved January 31, 1861, authorized this company to run its cars onto the Winnisimmet Ferry. By mid-1861 Winnisimmet Railroad cars were being run through to the Suffolk Railroad's Court Street terminal by Suffolk crews. Legislation authorizing direct operation by the Winnisimmet over Suffolk Railroad tracks. was not approved until April 30, 1862.

The first section of the Lynn and Boston (L&B) Railroad, discussed in more detail in a later chapter, also opened in mid-1861. L&B cars also reached Boston over the Winnisimmet Railroad and Winnisimmet Ferry and were then taken to the Suffolk Railroad terminal by Suffolk crews.



Figure 12. Boston Area Horse Railroad Map 1865

The red lines indicate Boston's horsecar system at the beginning of its second decade.

As of November 30, 1861, the Suffolk Railroad reported a total length of 16,401 feet (3.1 miles) of single main track and 3,375 feet of double main track. This was an increase from 14,122 feet of single main track in 1860, but the length of double main track was unchanged. The Suffolk had 8 cars and 48 horses at the end of fiscal 1861, compared with 9 cars and 63 horses one year earlier.

During fiscal 1861, the Suffolk reported carrying 380,886 passengers in its own East Boston cars, 211,132 passengers in cars of the Winnisimmet Railroad, and 132,930 in cars of the Lynn and Boston Railroad. In fiscal 1860, reported ridership had been 226,000, with no further details.

The length of the Winnisimmet Railroad in 1861 was still reported as “about 2 ¼ miles” as of October 1, 1861, when it was leased to the Lynn and Boston. Prior to the lease, the Winnisimmet owned five cars and 25 horses. Service had just begun at the end of fiscal 1860. From then until the L&B lease, 235,767 passengers were carried, with the majority probably also counted in the Suffolk Railroad report. It was reported that on each trip, three miles were on the ferry. The total length of the crossing was only about half that, so the three miles either referred to round-trips or included distance traveled on the Suffolk Railroad.

Malden and Melrose Railroad

Schedule information for the lines operated by the Malden and Melrose Railroad showed eight routes based at 52 Scollay’s Building. As noted previously, the Middlesex Railroad owned the trackage in downtown Boston and most of that in Charlestown. Cars ran to Charlestown Neck (Sullivan Square) every 10 minutes, but this may have included the trips to more distant points. Service on the Middlesex branch to Bunker Hill ran every 15 minutes, as did service to Chelsea via the Boston and Chelsea Railroad’s track.

Service to Malden used the only portion of the Malden and Melrose Railroad’s system that it owned rather than leased (from Charlestown Neck to Malden). Malden cars left Scollay’s Building every 30 minutes. Service to Cliftdale via the Cliftdale Railroad ran only every two hours.

On the Somerville Railroad part of the system, service on the main line to the Davis Square area ran every 30 minutes. Service to Winter Hill and Medford via the Somerville Railroad’s former Winter Hill Branch and the Medford and Charlestown Railroad also ran every 30 minutes.

As of November 30, 1861, the Malden and Melrose Railroad reported owning 18,006 feet of single main track, and no double track, the same as in 1860. At the end of fiscal 1861, the Middlesex Railroad reported owning 11,442½ feet of single main track and 10,119 feet of double main track. The Somerville Branch was 2,276 feet, all single track, and the Bunker Hill Branch was 5,633 feet, all single track. These were all the same as the figures reported in fiscal 1860. In 1861, as in 1860, the Somerville Horse Railroad reported a total of 14,130 feet of single main track and the Medford and Charlestown Railroad reported 15,658 feet of single main track.

The Boston and Chelsea Railroad had the same total length of 11,491 feet in 1861 as in 1860, but within this, single track had decreased from 7,804 feet to 5,180, while double track increased from 3,687 feet to 6,302.

The Cliftdale Railroad was run under lease by the Malden and Melrose from its opening at an unreported date after November 30, 1860, until November 1, 1861. It was next run by an individual, Benjamin Hibbard, but the Cliftdale bought three cars for the service. Ridership for

the remainder of fiscal 1861 was not reported. The length of the line in 1861 and 1860 was shown as 35,607 feet of single main track.

As of November 30, 1861, the Malden and Melrose Railroad reported owning 42 cars and 277 horses, down from 290 horses one year earlier. System total ridership in fiscal 1861 was 2,944,146, up from 2,885,141 in fiscal 1860.

Quincy Railroad Company Chartered

An act of the legislature approved on February 15, 1861, granted a charter to William S. Morton, John J. Glover, and Robert B. Leuchars for the Quincy Railroad Company. This was originally to be a horse railroad. The route in Quincy was to be determined by the selectmen of that town, but it was to enter Dorchester on the Neponset Bridge. It was then to continue on streets to be determined by the Dorchester selectmen to a connection with the Dorchester Railway either at Glover's Corner (Dorchester Avenue at Freeport Street) or Field's Corner (Dorchester Avenue at Adams Street). The Quincy Railroad was authorized to run its cars over the tracks of the Dorchester Railway and any other railroad connecting with it in Boston. Capital stock was limited to \$100,000 in shares of \$100.

As of November 30, 1861, the Quincy Railroad was reported as under construction with no part yet in operation. The directors expected that the total length of single main track, when complete, would be about eight miles.

Dedham and West Roxbury Railroad Chartered

An act of the legislature approved on April 3, 1861, granted a charter for the Dedham and West Roxbury Railroad to 14 named individuals. Subject to approval of municipal officials, this company was to build a horse railroad from Forest Hills Station on the Boston and Providence Railroad to Dedham via the present Washington Street to Roslindale and over South, Centre, and Spring Streets to the border of Dedham. Crossing the bridge over the Charles River into Dedham, it was to continue to some point to be determined in that town.

The Dedham and West Roxbury was further authorized to build a line north from Forest Hills into Roxbury and a connection with the Metropolitan Railroad at its Oak Street terminal unless either the Metropolitan or the West Roxbury Railroad began construction of this segment within 45 days of completion of the line south of Forest Hills.

Capital stock was limited to \$130,000 in shares of \$100. The Dedham and West Roxbury did not report any construction activity until 1863.

Further Changes by Company in the 1860s

Thus far, we have followed the history of all of Boston's horse railroads together year by year. Because of the pace of new construction and company consolidations during the rest of the 1860s, we will now trace the history of each company or family of companies separately through the decade.

As noted previously, editions of the *Boston Almanac* through 1861 included very little information about horse railroad service. The 1862 and 1863 editions omitted all transportation information to make room for articles about Massachusetts regiments in the war. However, starting with the 1864 edition (issued in December 1863), the *Almanac* included service frequency for most of the routes in operation at the start of each year. Unless otherwise stated, these are the sources of schedule information repeated below.

Cambridge Railroad/Union Railway

The May 24, 1862, *Cambridge Chronicle* reported that work had begun on extending the horse railroad from Brighton (Oak Square) to Newton Corner, and that it was expected to be completed in July. The Newton Street Railway's annual return for the year ending November 30, 1862, did not include any information related to the extension. However, a Cambridge Railroad timetable published on December 20, 1862, showed service running every 30 minutes from Brighton Center, with alternate trips originating at Newton Corner.

Historically, the coach route between Oak Square and Newton Corner followed Washington Street, which required a steep climb over a hill. In July 1861, the County Commissioners laid out Tremont Street to bypass the south side of the hill. The Newton Railroad extension used this new street in Brighton and Newton, as well as Park Street in Newton. Legislation approved February 15, 1863, authorized the Newton Railroad—also operated by the Union Railway—to merge with the Cambridge Railroad.

By order on October 29, 1862, the City of Boston reinstated the authority of the Cambridge Railroad to build a loop on Chambers and Green Streets on the approach to Bowdoin Square. The same order permitted the Cambridge to extend the track on Chardon Street from Hawkins Street to Bowdoin Square and to connect it there with track on Green Street. The order also authorized the Cambridge to extend its track on Leverett Street from Minot Street to a connection at Causeway Street with a line of the Suffolk Railroad continuing south to Green Street. However, the Cambridge was required to remove the tracks on Lancaster, Merrimac, and Minot Streets authorized in 1860 and to repave the streets.

After this, the city of Boston did not make any more changes in the locations of the Cambridge Railroad for the rest of the 1860s, but there were important changes outside Boston.

Another attempt at creating an opposition railway in Cambridge was made by a group that filed a petition with the Massachusetts legislature in October 1862, seeking a charter for the Broadway and Mount Auburn Railroad Company. The proposed route was the same as the one that had been sought by the Broadway Railroad of Cambridge from Main Street as far as Craigie Street at Brattle Street. However, the newly proposed route was to continue via Sparks and Mount Auburn Streets all the way to Mount Auburn. The Cambridge Railroad immediately sought to block the proposed company's access to Mount Auburn by applying to the City of Cambridge for the same route from North Avenue through Garden Street, Concord Avenue, and Craigie Street to Brattle Street that had been approved but not implemented in 1857.

The Cambridge Railroad also succeeded in blocking a charter for the Broadway and Mount Auburn Railroad. However, as a price, the Cambridge had to agree to build the route on Broadway, despite its proximity to the routes on Main Street and Cambridge Street. The Broadway route opened on or about August 15, 1863. Through service from Bowdoin Square to Harvard Square was run every 30 to 60 minutes. The line on Garden Street Concord Avenue and Craigie Street opened soon after that. Service from Boston to Mount Auburn, which had been running every 15 minutes, was then divided, with half the trips taking the original route on Brattle Street and half using the new variation.

In November 1862, William L. Burt petitioned the Massachusetts legislature for a charter for the Somerville and Cambridge Horse Railroad, with authority to build and operate two routes starting at Union Square in Somerville. One route would run via Webster Avenue to the Cambridge Railroad on Cambridge Street. The other route would follow what later became

Somerville Avenue (and is now partly replaced by the Monsignor O'Brien Highway) to the Cambridge Railroad in East Cambridge. The proposed company also sought authority to run its cars over tracks of the Cambridge Railroad and the Suffolk Railroad to Scollay's Building in Boston.

The legislature did not approve this charter, but instead on April 4, 1863, authorized the Somerville Horse Railroad, which was then under lease to the Middlesex Railroad, to build the same route from Union Square to East Cambridge. The act also provided that if the Somerville Horse Railroad did not build this line within one year, the Cambridge Railroad would be authorized to build it.

The Somerville Horse Railroad began construction of this extension, but the Middlesex Railroad as lessee was having financial problems. Under a contract dated April 27, 1864, between the Middlesex, the Cambridge, and the Union Railway, the Middlesex agreed to finish construction of the new line but to lease it immediately to the Union Railway, along with the segment of the original Somerville Horse Railroad main line between Union Square and Davis Square. The proposed Webster Avenue route would not get built for another quarter century.

Another Cambridge Railroad route that appeared in the *Boston Almanac* starting with the 1864 edition was identified only as Prospect Street. Construction of a track on Prospect Street itself did not take place for another decade. This Prospect Street route was a short-turn of the main route to Harvard Square, terminating at Central Square. The 1864 schedule showed service every 10 minutes from 7:45 to 10:45 AM and from 4:05 to 6:25 PM and at 6:55. There was no Sunday service.

After the Cambridge Railroad routing between Boston and East Cambridge via the Craigie Bridge was completed, there was not much use of the line on Court and Third Streets. The southern half ran on a causeway across marshes, with no local traffic source. In the summer of 1866, the Railroad removed the track, with permission of the City of Cambridge. It was not replaced until 1874.

Malden and Melrose Railroad

The Malden and Melrose Railroad family of lines shrank significantly in the early 1860s. At the end of March 1862, the Middlesex Railroad began operating its own lines, leased the Malden and Melrose's one owned line between Charlestown Neck and Malden Center, and took over the leases of the Somerville, Medford and Charlestown, and Boston and Chelsea Railroads. As discussed above, the Union Railway took over operation of a large part of the Somerville Horse Railroad in 1864.

Operation of the Boston and Chelsea Railroad was transferred from the Middlesex Railroad to the Lynn and Boston in 1863. The Lynn and Boston had already leased the previously independent Winnisimmet Railroad, effective October 1, 1861.

End of the Cliftdale Railroad

In fiscal 1862, operation of the Cliftdale Railroad was transferred from the Malden and Melrose to Benjamin Hibbard, an individual mentioned earlier. Legislation approved in April 1864 allowed purchasers of the Cliftdale to associate themselves under any name they chose. They chose the name Suburban Railroad Company. In their first return, for the year ending November 30, 1864 they reported:

“The rail originally used was light and a portion has been taken up and removed, leaving the road bed, stringers, and sleepers. Said rail to be replaced by a heavier one as soon as the times and travel will warrant.”

Although the return did not specify how much of the rail was removed, Chase’s 1865 map shows that all that remained was about 1,000 feet on School Street in Everett, from Main Street to Everett Square (Broadway at the present Norwood Street). The 1864 report showed the Middlesex Railroad operating this remnant under lease.

The Suburban Railroad continued filing annual returns each year through 1869. In 1871, the Middlesex Railroad bought the property of the Cliftdale Railroad for \$13,158.19, noting that the original cost of the lines was \$95,500. This purchase included the entire line to East Saugus although most of it consisted only of “road-bed, sleepers, and stringers.”

Other than the segment on School Street, the route of the Cliftdale Railroad is not well documented. According to the *History of Essex County* “compiled under the supervision of D. Hamilton Hurd,” and published in 1888, the Cliftdale Railroad was intended to promote development and sale of house lots in Cliftdale, but the development failed.

This account also says that the line began at the bridge in East Saugus (meaning the bridge over the Saugus River on Lincoln Avenue on the border of Lynn), ran to the Cliftdale Depot (on the Saugus Branch of the Eastern Railroad, on Eustis Street, off Essex Street), then “through the woods” to the Newburyport Turnpike.

At present, Eustis Street dead-ends a few hundred feet west of the Cliftdale Station site, at the border of Saugus and Revere. However, a dirt road continuing into Revere suggests that a private right-of-way to the Newburyport Turnpike would have been feasible there.

The distance from East Saugus to School and Main Streets in Everett, assuming a routing via Lincoln Avenue and Essex Street in Saugus, would have been about 6.2 miles compared to a length of 6.7 miles shown in Cliftdale Railroad annual returns, so there may have been a loop at the East Saugus end.

Before the end of the horse railroad era, the remnant of the Cliftdale Railroad on School Street was replaced by a route on Broadway that continued as far as Ferry Street in Everett. A line from Lynn restored service on the segment between East Saugus and Cliftdale Square.

Suffolk Railroad

Between 1861 and 1863, the City of Boston approved several additional locations for the Suffolk Railroad in downtown Boston and East Boston. Although most of these were fairly short segments, they facilitated circulation of cars not only of the Suffolk itself, but also of other horse railroads that the Suffolk was required to allow on them. Excluding segments for which the authority was revoked before construction, these were as described below.

On January 5, 1861, the Suffolk was allowed to install a connection at the corner of Washington and Boylston Streets to allow cars to turn from the tracks of the Metropolitan Railroad on Washington Street southbound to Boylston Street westbound as part of a loop returning north on Tremont Street to Scollay’s Building.

At the corner of Hanover and Union Streets, the Suffolk was authorized to install a connection allowing cars to turn from the Suffolk’s track on Hanover Street westbound to the Middlesex Railroad’s track on Union Street northbound. After using this track to the north side of Haymarket Square, the Suffolk would continue on a new track on Haverhill and Causeway

Streets to Portland Street. From there, the Suffolk was to turn south on Portland Street, using the recently authorized track of the Cambridge Railroad. If the Cambridge Railroad did not build such a track, the Suffolk was authorized to do so.

South of Merrimac Street, the Suffolk was authorized to build a track on Portland Street to Sudbury Street, and then to use the tracks of the Middlesex Railroad to Cornhill and of the Metropolitan on Cornhill and Washington Street to Boylston Street. The authorization to use the tracks of the Metropolitan Railroad was contingent on the approval of that company, which was not granted during the remaining independent existence of the Suffolk Railroad.

A further order from the City of Boston issued on June 11, 1862, shows that the Suffolk had built the curve of the track from Washington Street southbound to Boylston Street westbound but had not yet connected it to the tracks of the Metropolitan. The same order allowed the Suffolk to install the connections and to run a maximum of eight cars an hour from East Boston and the ferries on the tracks of the Metropolitan on Washington, Boylston, and Tremont Streets without requiring approval from the Metropolitan.

A City order issued on October 20, 1862, allowed the Suffolk to build several additional short track segments in downtown Boston. Among these was a track on Brattle Street between Court Street and Dock Square for westbound cars. Brattle Street ran parallel with Cornhill only a short distance to the north, but the track on Cornhill was shared by eastbound cars of the Metropolitan (which owned the track), the Middlesex, the Suffolk, and the Winnisimmet.

Other segments included in this order were a track on Fleet Street between Hanover and Moon Streets, one on Garden Court Street from Fleet to North Square, and one on Battery Street between the People's Ferry and Hanover Street.

This order further specified that the Suffolk was to run two routes using previously authorized tracks. A Ferry route was to start from the People's Ferry terminal via Battery, Hanover, Fleet, and Garden Court Streets, North Square, North Street, Dock Square, and Washington Street to Boylston Street. The return route was via Boylston, Tremont, Court, Hanover, Fleet and Commercial Streets "to the several ferries." Short-turnback cars from the ferries were to loop from Dock Square through Brattle Street to Court Street. Previously the Suffolk had run cars westbound on Hanover Street and eastbound on North Street looping through Cornhill.

A Depot route was to run from the steam railroad depots on Causeway Street via Portland, Sudbury, and Court Streets, Cornhill, and Washington Street, returning via Boylston, Tremont, Court, Hanover, and Union Streets, Haymarket Square, and Haverhill Street to Causeway Street. (The Boston and Lowell, Eastern, and Fitchburg Railroads all had terminals on Causeway Street, and the Boston and Maine Railroad terminal was nearby at Haymarket Square.)

A second order issued by the City on October 20, 1862, allowed the Suffolk Railroad to build or assemble an alternate route for southbound cars on the Depot route. Starting from a connection with the Middlesex Railroad at Beverly and Causeway Streets, this route was to follow Causeway, Leverett, and Green Streets to Bowdoin Square and Court Street to Cornhill. The Suffolk was also to be allowed to use the tracks of the Cambridge Railroad in Causeway, Green, Chambers, Cambridge, Portland, Merrimac, and Chardon Streets, and the tracks of the Middlesex Railroad on Beverly and Charlestown Streets, Haymarket Square, Union Street, Dock Square, and Washington Street. The Cambridge Railroad was to be allowed to use the tracks of the Suffolk on Green and Leverett Streets and Causeway Street.

An order from the City on December 30, 1862, further modified the Ferry route. New segments were authorized on Richmond Street between Hanover and North Streets and on North Street between North Square and the approach to the People's Ferry. Inbound from the ferries, cars were to use Richmond Street instead of Fleet Street, Garden Court, and North Square. The return route was to use Hanover, Richmond, North, and Commercial Streets.

The track on Garden Court Street had not yet been built and the authority for it was rescinded. The Suffolk was also ordered to remove its tracks on the easterly side of North Square, on Moon Street, and on Commercial Street from the East Boston Ferry to the People's Ferry.

On September 2, 1863, the City of Boston approved several additional track locations for the Suffolk Railroad. In East Boston, this included a second track on Lewis Street to the slips of the East Boston Ferry Company to enable the Suffolk to run cars to Boston over that ferry instead of the People's Ferry, as the latter was going out of business.

In downtown Boston, the Suffolk was authorized to build its own track from Faneuil Hall Square through Union Street and Haymarket Square to Haverhill Street, parallel with the Middlesex Railroad's track.

HORSE RAILROADS.	
CAMBRIDGE HORSE RAILROAD. CARS IN BOWDOIN SQUARE.	
Run to Brighton.....once in 30 minutes	
“ Harvard Square..... “ 5 “	
“ Broadway..... “ 30 “	
“ Prospect Street..... “ 15 “	
“ North Avenue..... “ 30 “	
“ Shepard Street..... “ 15 “	
“ Rice Street..... “ 15 “	
“ Cambridge Street, via } “ 30 “	
“ East Cambridge..... }	
“ East Cambridge..... “ 15 “	
“ Fresh Pond and } “ 15 “	
“ Mount Auburn {	
“ Somerville..... “ 30 “	
“ Arlington..... “ 60 “	
“ Watertown..... “ 60 “	
Waltham Coaches connect at Watertown every even hour.	
LYNN HORSE RAILROAD. 71 CORNHILL AND 14 BRATTLE.	
To Lynn, via Chelsea Ferry, every 30 minutes.	
To Chelsea, via Charlestown, every 10 minutes.	
Coaches connect at Lynn for South Danvers.	
June 1st, for Chelsea Beach every 30 minutes.	
METROPOLITAN HORSE RAILROAD. 1 MONTGOMERY PLACE.	
During business hours,	
Run to { Norfolk House.....once in 5 minu's	
Roxbury, { Mt. Pleasant..... “ 30 “	
{ Warren Street..... “ 30 “	
{ Tremont Street..... “ 5 “	
{ Forest Hills every hour.	
{ Oak Street..... “ 30 “	
Run to Brookline.....once in 30 minu's Run to Jamaica Plain.....once in 30 min's “ Dorchester, Grove Hall, and Town Hall.....once in 60 minu's Neck line..... “ 5 “ To East Boston every 15 minutes from Prov. Depot, and every hour from Neck.	
CARS, FOOT OF SUMMER,	
Run to Dorchester.....once in 30 minu's “ Milton..... “ 60 “ “ Washington Village..... “ 15 “ “ Meeting House Hill..... “ 30 “ Centre St. cars run three times an hour.	
MIDDLESEX HORSE RAILROAD. PASSENGER OFFICE, SCOLLAY'S BUILDING.	
Run to Charlestown neck.....once in 10 minu's	
“ Bunker Hill..... “ 10 “	
“ Malden..... “ 30 “	
“ South Malden..... “ 30 “	
“ Somerville..... “ 30 “	
“ Winter Hill..... “ 30 “	
“ Medford..... “ 30 “	
BROADWAY HORSE RAILROAD. OFFICE, SCOLLAY'S BUILDING.	
Run to South Boston every 5 minutes.	

Figure 13. Horse Railroad Guide 1868

Newspapers rarely published horsecar schedules. This guide appeared in the Boston Directory of 1868.

The most significant extension under this order was a line on Boylston Street from the track of the Metropolitan Railroad at Tremont Street to Park Square and the northerly entrance to the Boston and Providence Railroad terminal (approximately on the present site of the Motor Mart Garage).

Except for minor modifications to connecting tracks, there were no further changes to the Suffolk Railroad when it sold all its road and equipment to the Metropolitan Railroad effective August 1, 1864, for \$190,000. At the time of the sale, the Suffolk was reported as having 4½ miles of single main track and 1¾ miles of double main track. It owned 70 horses, but the number of cars owned was omitted.

On November 15, 1864, the City of Boston authorized the Metropolitan to change the former Suffolk Railroad Northern Depots route to run on Merrimac Street between Portland Street and Haymarket Square. After construction of this new segment, the Metropolitan was to remove the track on Portland Street between Merrimac Street and Sudbury Street.

Chase's 1865 map shows that on the East Boston side, former Suffolk Railroad lines in operation ran from the East Boston Ferry terminal via Lewis Street to Maverick Square, and on Sumner Street from Maverick Square to the access road to the discontinued People's Ferry. The map also shows a track on Meridian Street from Maverick Square to the south end of the new Chelsea Bridge. However, although the Suffolk had been authorized to build this line, other information from 1865 shows that the line was only partially complete then.

An act of the legislature approved May 5, 1865, granted a charter to three named individuals for the Chelsea and East Boston Street Railway Company. Subject to approval of the mayors and aldermen of Boston and Chelsea, this company was authorized to build a street railroad from the termination of the Suffolk Railroad line on Meridian Street to and over the bridge to Chelsea and on streets to be determined in Chelsea to some point on the Eastern Railroad line in that city.

Before the new company had obtained approval from the city of Boston for this line, the city approved a location for the Metropolitan to build a single track on Meridian Street from Eutaw Street to the north end of the bridge. Eutaw Street is about one third of a mile from where the south approach to the bridge began then.

The Metropolitan did not proceed immediately with construction on this line, as on October 24, 1865, the city of Boston also granted a right to the Chelsea and East Boston Railroad to build a single track from Eutaw Street to the north end of the bridge. The Metropolitan then quickly bought out this potential competitor. *Boston Almanac* horse railroad listings show that by December 1865, the Metropolitan was running a route from Pearl and Third Streets in Chelsea via Maverick Square, Lewis Street, the East Boston South Ferry, the North End, and downtown Boston to Camden Street near the border of Roxbury. Cars ran every 12 to 15 minutes all day. However, the northern end of the route was cut back to East Boston by the end of 1868 because of ongoing mechanical and structural problems with the Meridian Street draw span.

The G. M. Hopkins 1874 atlas of East Boston and Chelsea shows the Meridian Street line as terminating at Eutaw Street, with a carhouse one block south opposite Trenton Street. (A small park and garden were built on the long-vacant carhouse site in 2010.)

On November 16, 1874, the Boston Board of Aldermen approved an order directing the Metropolitan to remove its rails (in place since an unreported date) from Meridian Street between White Street and the bridge to Chelsea. However, this order was not finalized and the tracks remained.

Dorchester Railway/Dorchester Extension Railway and Dorchester and Roxbury Railway

Other than the lines discussed previously, neither the Dorchester Railway nor the Dorchester Extension Railway built any additional lines, although the Dorchester Extension Railway obtained some authority that was not exercised. The Metropolitan Railroad bought the property of the Dorchester Railway effective October 1, 1863, and it bought the property of the Dorchester Extension Railway one week later.

In July 1865, the town of Dorchester approved two locations for the Metropolitan in conjunction with the former Dorchester and Dorchester Extension Railway lines. The first, approved on July 15, allowed the Lower Mills line to be extended south about 600 feet on Dorchester Avenue from Richmond Street to Adams Street, with a turntable at the new terminal. The second, approved on July 19, authorized a short spur off Dorchester Avenue on Park Street to private land of the Metropolitan, with another turntable.

Also approved on July 19 was a short extension of the Mount Pleasant Branch from the border of Roxbury on the present Dudley Street about as far as the present Burrell Street, then east over private land to an existing carhouse. However, this line would not be continued to a connection with the former Dorchester Railway at Uphams Corner until 1873.

Chase's 1865 map shows the Metropolitan Railroad having a branch from Dorchester Avenue on what is now Freeport Street to Commercial Point. It is not clear if this branch actually existed and, if so, under what authority it was built. If it did exist, it does not seem to have lasted long.

The Metropolitan did not obtain authorization for any additional new construction in Dorchester during the 1860s. However, in July 1864, the Metropolitan bought the Dorchester and Roxbury Railway, which it had previously run under lease as an extension of the Grove Hall Branch.

Broadway Railroad/South Boston Railroad

On August 30, 1864, the City of Boston authorized the Broadway Railroad to build tracks in South Boston on Broadway from K to L Streets and on L Street back to Fourth Street, forming a loop around the block where the Broadway was building a new carhouse and stables.

On August 8, 1866, the City of Boston authorized construction of the first major expansion of the Broadway Railroad within South Boston after its original route opened. This was for what became the Bay View Line. Diverging from the original Broadway route at K and Fourth Streets, it followed K, (East) Eighth, Goddard (now West Eighth), E, and (West) Sixth Streets to a connection with the Metropolitan Railroad's former Dorchester Railway at Dorchester Avenue. Also authorized was a track on C Street from Sixth to (West) Fourth Street and on Fourth to the Metropolitan on Dorchester Avenue. (West Sixth Street from D Street to B Street is now Orton Marotta Way. West of D Street it is two driveways broken by the South Boston Bypass. C Street between West Sixth and West Fourth has been displaced by redevelopment.) The Broadway was authorized to use the tracks of the Metropolitan from West Sixth to Broadway.

On October 20, 1866, the City approved a new routing for the Bay View line to downtown Boston. From Dorchester Avenue at West Fourth Street this line was to follow West Fourth Street to the Dover Street (West Fourth Street) Bridge across the Old Colony Railroad Main Line and South Bay, continuing on Dover (East Berkeley Street) and Harrison Avenue to the older Broadway route at Beach Street. On Harrison Avenue, the Broadway Railroad was to use its new track northbound and that of the Metropolitan, which the Broadway was required to move,

southbound. However, construction of this extension was blocked by an injunction from the Massachusetts Supreme Judicial Court.

The final location granted to the Broadway Railroad was approved On June 19, 1867. It consisted only of a track in South Boston on B Street between West Fourth Street and Broadway along with some new turnouts on segments built previously.

By an act of the legislature on May 25, 1868, the name of the Broadway Railroad was changed to the South Boston Railroad. During the remainder of the 1860s, this company built no additional lines and was not granted authority for any.

Metropolitan Railroad

The Metropolitan Railroad's network grew throughout the 1860s, both through acquisition of other companies and through new construction. As discussed above, acquisitions included the Dorchester Railway and the Dorchester Extension Railway in 1863 and the Suffolk Railroad and the Dorchester and Roxbury Railroad in 1864.

The Metropolitan had also bought the West Roxbury Railroad on August 29, 1862. Chase's 1865 map shows the former West Roxbury Railroad line running only as far south as Jamaica Plain Center instead of continuing to Forest Hills. This had apparently been the case for some time, as an act of the legislature on April 4, 1865, authorized the Dedham and West Roxbury Railroad to build a track from Forest Hills to the South Street carhouse, which was at Jamaica Plain Center. (This was not done.)

The Dedham and West Roxbury Railroad opened in 1865 from a connection with the Metropolitan at the border of Roxbury and West Roxbury at Egleston Square to Forest Hills. The Metropolitan operated this segment. A further extension via Washington Street to Roslindale Square was under construction, and it is shown on Chase's map. However, it was never put into service.

An act of the legislature approved on April 10, 1868, changed the name of the Dedham and West Roxbury Railroad to Boston and West Roxbury Railroad, and it authorized a change of the southern end of the line from Dedham to Roslindale Square. The first annual return filed by this company was for 1869. It showed that the only part of the line in use was that from Egleston Square to Forest Hills and that the Metropolitan was still providing the only service on it.

New construction in Dorchester by the Metropolitan during the 1860s is discussed above. The only new locations approved by the City of Roxbury for the Metropolitan consisted of turnouts or short connections between older lines. However, maps show that by 1865 under the extensive rights previously granted to the Metropolitan by the City, the segment on Bartlett Street between Eliot Square and what was then Shawmut Avenue but is now Washington Street was replaced with a more direct routing on Dudley Street. A new connection from Eliot Square to Columbus Avenue allowed an alternate routing to Jamaica Plain via Washington Street.

On December 9, 1862, nearly two years before the Metropolitan bought the Suffolk Railroad, the City of Boston authorized the Metropolitan to extend as many as 12 cars per hour on the Boston Neck or Tremont Street routes from Scollay's Building to the railroad terminals on Causeway Street, using the tracks of the Suffolk in both directions. The Metropolitan was also authorized to extend not more than four cars per hour from these same routes to and from the Chelsea Ferry on tracks of the Suffolk. Consent of the Suffolk was required for the Ferry service but not the Causeway Street service.

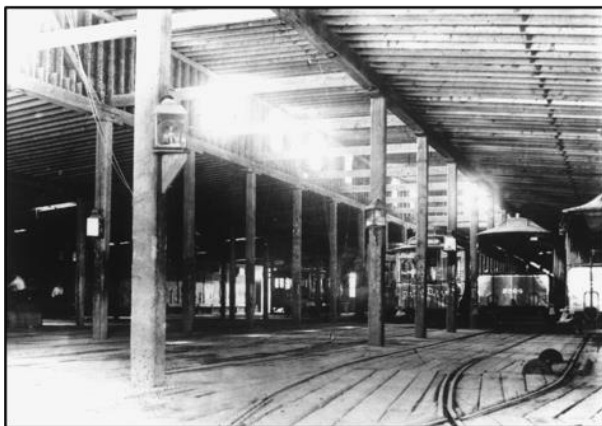
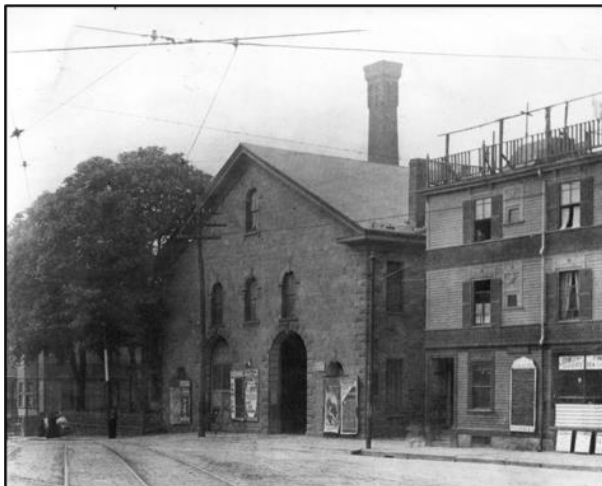


Figure 14. Carhouses and Stables

The places where horsecars were stored and their horses were stabled varied considerably, even within one operating company. TOP: Winthrop Junction facility in East Boston consisted of a simple wooden structure for the carhouse (closer to camera) and stable. MIDDLE: Norfolk House carhouse in Roxbury, near the hotel of the same name, was a more substantial brick structure. BOTTOM: Interior of the Gainsborough Street Carhouse (located on what is now part of the Northeastern University campus).

Several locations granted to the Metropolitan by the City of Boston in the 1860s were for new turnouts or connections between older lines. Some extensions of the Metropolitan were approved but not built in the 1860s. An order of September 14, 1864, authorized the Metropolitan to build a double-track line on Charles Street from Park Square to Cambridge Street and to enter on the tracks of the Cambridge Railroad on Cambridge, Chambers, and Green Streets between Charles Street and Bowdoin Square. However, five years later, the City reported that this line was still unbuilt.

On November 15, 1864, the City authorized the Metropolitan to build a single track in Merrimac Street between Portland Street and Haymarket Square. This was conditional on the Metropolitan removing the former Suffolk Railroad track on Portland Street between Merrimac and Sudbury Streets.

The December, 29, 1864, *Boston Post* reported that the Metropolitan had petitioned the Brookline Selectmen for leave to extend its tracks through Harvard and Washington Streets and Park Street in the town but had postponed the project on learning that Park Street was a private way. This extension would have created a loop for Brookline cars. Chase's 1865 map shows the segments on Harvard and Washington Street as having been built, but without the link on Park Street. It is not clear if these spurs were actually used as such, and by the end of the horse railroad era, the end of the line was near the present intersection of Washington Street (State Route 9) and Walnut Street.

Among the short connectors built by the Metropolitan was one authorized by an order on June 25, 1866, for a track on Summer Street from Federal Street (approximately at the present Atlantic Avenue) to Lincoln Street. This provided a new turnback point for cars on the former Dorchester Railway route.

An order on November 18, 1867, authorized the Metropolitan to double-track the former Suffolk route on Boylston Street between Tremont and Charles Streets and to extend it to Berkeley Street.

After January 1, 1868, when Roxbury was annexed to Boston, authorization for new street railway tracks in Roxbury came from the City of Boston. The first such order for a significant extension was issued on August 23, 1869. It allowed the Metropolitan to extend its line on Harrison Avenue from Dover Street in the South End to Eustis Street in Roxbury. However, the Metropolitan did not make use of this authority at that time.

An order approved on November 8, 1869, authorized the Metropolitan to build a track on Temple Place in downtown Boston, between Washington and Tremont Streets.

Brookline and Back Bay Street Railway Company

Legislation approved May 15, 1866, incorporated the Brookline and Back Bay Street Railway Company with Augustine Shurtleff, George B. Blake, and Charles U. Cotting as the named incorporators. The specified route started at Park Square in Boston and followed Providence, Berkeley, and Boylston Streets to the border of Brookline. At the time, filling of the Back Bay was still in progress and Boylston Street west of Berkeley did not exist until the 1870s. Boylston Street eventually reached as far as Brookline Avenue but had been projected to continue west into Brookline.

Within Brookline, the Brookline and Back Bay was supposed to follow Colchester and Kent Streets, Longwood Avenue, and Harvard Street to Beacon Street (at Coolidge Corner).

Capital stock in the company was limited to \$300,000. A very optimistic time limit of three years was specified for construction. On April 29, 1868, the legislature approved an extension of the charter, provided that any part of the line was constructed within three years of the original charter date and that the rest were built within two years of the granting of the extension. The same act authorized the corporation to contract with any existing horse railroad company to run on the segments of its line on Providence and Berkeley Streets, on Boylston Street east of Clarendon Street, and on streets north of Boylston Street in Boston, although the charter mentioned nothing about the latter.

By a contract dated April 15, 1868, the Brookline and Back Bay conveyed all its franchises and rights to the Metropolitan Railroad. An act of the legislature, approved April 13, 1869, confirmed this contract. It also gave the Metropolitan broad authority to carry out the objectives of the Brookline and Back Bay, but only for three years from the date of passage of the act.

The act allowed the Metropolitan to build and maintain tracks in any street belonging to the Commonwealth in Boston, subject to approval of the Commissioner of Public Lands, the Governor and Council, and the Board of Aldermen. The company was also authorized to build tracks in any street in Brookline granted by the town selectmen.

The Metropolitan did eventually build a line to Coolidge Corner via Longwood Avenue, but it followed that avenue all the way from Huntington Avenue. The farthest west horse car service ever got on Boylston Street was Dartmouth Street.

Quincy Railroad

The first annual return filed by the Quincy Railroad was for the year ending November 1, 1862. It showed that the line was opened for travel on May 8 that year. The length of the line was 5.7 miles, all single-track. Chase's 1865 map shows the Quincy Railroad starting about at the

present intersection of Franklin Street and Independence Avenue in Quincy and running north on Franklin, School, and Hancock Streets to the Neponset Bridge. Crossing into Dorchester, it ran on Neponset Avenue and Adams Street to Dorchester Avenue. Quincy Railroad cars continued into Boston over tracks of the Dorchester Railway (taken over in October 1863 by the Metropolitan Railroad).

The 1864 edition of the *Boston Almanac* showed service on the Quincy Railroad leaving from a station at 12 Broad Street in Boston at 7:15 AM and hourly to 9:15 PM, then at 11:15 PM. Sunday service ran hourly from 8:15 AM to 9:15 PM. The fare was 20 cents. Quincy Railroad cars carried a white light. The same information appeared in the 1865 and 1866 *Almanac* editions.

An act of the legislature approved May 13, 1864, authorized the Quincy Railroad to be extended to Braintree and Weymouth, but that was not done. The 1864 return showed equipment of the company including nine cars and 75 horses. The list of employees included six conductors and six drivers.

The 1865 return showed the number of horses reduced to 60. A list of equipment added during the year included two dummy engines. These were essentially small steam locomotives encased in “dummy” horsecar bodies that were supposed to make them less frightening to horses they passed. The cost of the dummy engines was not shown separately but was included in expenses of \$17,000 for assorted equipment during the year. The engines were not mentioned in subsequent Quincy Railroad returns.

The original charter of the Quincy Railroad, like those of most early street railroads in Massachusetts, specified that it must be powered only by horses. However, a provision in legislation enacted in 1864 gave the aldermen of cities and the selectmen of towns in which street railways were located the authority to determine the types of motive power that these railways could use. This legislation specifically anticipated use of steam locomotives, as it stated that a street railway would be responsible for any damages caused by “fire communicated by its locomotive engines.” Nevertheless, use of steam engines on street railways in the Commonwealth was rare.

If the dummy engines were intended for through service between Quincy and Boston, they would have had to run on the Metropolitan Railroad’s former Dorchester Railway tracks north of Fields Corner. That may explain this brief news item in the October 24, 1864, *Boston Post*: “The dummy engines to be used on the Metropolitan railroad have arrived in this city from Philadelphia, and will shortly be put upon the track.”

The 1867 *Boston Almanac* showed the Boston end of Quincy Railroad service cut back from Broad Street to the foot of Summer Street. Service frequency was unchanged, but departure times were 10 minutes later than before. The fare was increased to 25 cents.

The Quincy Railroad’s annual return for 1867 showed operating expenses exceeding revenue. The company had funded debt of \$66,424, and unfunded debt of \$57,593.

For 1868 instead of a formal annual return, the directors submitted the following statement:

“Shortly after the last Annual Report of the Company was made, operations on the road were suspended, and the property of the Company was taken possession of by the Trustees appointed under the mortgage made to secure the bondholders; and consequently, the Company, by its officers, has no further returns to make.”

In its final year of operation, the Quincy Railroad had carried 251,551 riders on 5,805 round-trips or an average of 21.7 per trip each way. The Quincy Railroad closely paralleled the Old Colony and Newport (steam) Railway for its entire length. The trustees apparently concluded that there was no hope of the Quincy Railroad becoming profitable, and service on it never resumed. Quincy did not have another horse railroad until 1888, and it was replaced with electric street railway service less than two years later.

CHAPTER 10

GREATER BOSTON HORSE RAILROADS 1870 TO 1879

Regulatory changes

The regulatory framework for railroads and street railways underwent significant changes in the 1870s. Legislation approved June 5, 1869, transferred most of the supervision of railroads and railways previously exercised by the legislature and the Secretary of the Commonwealth to a newly created Board of Railroad Commissioners.

Among the first changes implemented by the board was to make the fiscal year for the returns required from railroads and railways end on September 30 each year, rather than November 30. For historians, this creates more uncertainty as to the calendar year in which some events took place if they were reported only as having been sometime in the fiscal year. However, the commissioners required more detailed route descriptions in the standard forms for the returns than had been required in the 1860s. This facilitates determining at least the fiscal year in which many street railway extensions were opened.

Legislation approved February 28, 1872, authorized any group of 25 or more persons to associate themselves for the purpose of forming a steam railroad corporation. Such a corporation was to become active after certification by the Board of Railroad Commissioners that a series of requirements in the act had been met. It was no longer necessary to obtain a special act of the legislature to establish a railroad corporation or to amend the terms of its charter. Charters could also still be obtained through special legislation after this, but very few were.

Similar legislation approved February 26, 1874, authorized any group of 15 or more persons to associate themselves for the purpose of forming a street railway corporation. Before the corporation became active, the Board of Railroad Commissioners was again responsible for certifying that a list of requirements in the act had been met. Because street railways operated mostly in public roads, local elected officials were still given more jurisdiction over street railway locations than over steam railroad locations within their borders. As in the case of steam railroads, street railway charters could also still be obtained through special legislation after this, but very few were.

From the published reports of the Board of Railroad Commissioners, it is not possible to tell how many groups associated to build a railroad or street railway but failed to win certification from the commissioners. It is also not possible to tell how many groups won certification as corporations but did not accomplish enough to ever file an annual return.

As discussed above, at the end of the 1860s, five companies operated horse railroads in Boston and vicinity: the Union Railway, Metropolitan Railroad, South Boston Railroad, Middlesex Railroad, and Lynn and Boston Railroad. Of these, all but the South Boston operated some lines belonging to other companies. The story of the Lynn and Boston Railroad belongs more appropriately in that of the development of suburban street railways northeast and north of Boston, and is addressed in a later chapter. Likewise, the stories of other suburban Boston street railways and of systems centered on other cities throughout the state are related separately.

Over the entire span of the horse railroad era in Massachusetts, approximately 60 companies that were incorporated either by special legislation or under the general laws succeeded in



Figure 15. Horsecar in Brookline c.1870

The Metropolitan Railroad became the largest of Boston's horse railroads prior to its consolidation into the West End Street Railway in the late 1880s. This scene shows an older-style horsecar on Washington Street at Andem Place, in the area known as Brookline Village, near the terminal of the Brookline route. During the horsecar era, various devices were used to help distinguish the cars used on different routes, such as contrasting paint schemes and colored lights. The Metropolitan painted some of its Brookline cars buff, and each carried a red and white lamp. The two buildings in the background of this scene still exist as of this writing.

completing at least some street railway construction. Few large municipalities never had at least one line.

Greater Boston Horse Railroad Service in 1870

The four street railways we will follow in this chapter showed only small expansion in their networks during the 1870s. Their routes and schedules as shown in the 1870 edition of the *Boston Almanac*, published in December 1869, provide a good base against which to compare later expansion. In 1873, they would be joined by a start-up "opposition" line.

Metropolitan Railroad

The 1870 *Almanac* included schedules for 15 routes run by the Metropolitan Railroad, as follows, but each of them overlapped somewhat with others. Parenthetical information is based on other sources.

NORFOLK HOUSE CARS Carry a green light and leave the Norfolk House (at Eliot Square in Roxbury) once in 15 minutes from 6 till 7:30 AM, then 6 and 7 minutes till 8 PM, then 10 and 12 minutes till 10 PM, then 15 minutes till 11, then 10 minutes till 11:30. Returning from office on Tremont Street via Cornhill and Washington Street 35 minutes from time of leaving Norfolk House. (The 1868 *Almanac* shows that this route probably ran inbound via Washington, Boylston, and Tremont Streets, and outbound using the side loop from Washington Street on Essex Street, Harrison Avenue, and Dover Street back to Washington Street.)

FOREST HILLS CARS Carry a green and white light and leave Forest Hills Station once in two hours from 8 AM till 6 PM. Returning from office in Boston via Tremont, Dover, and Washington Streets one hour from time of leaving Forest Hills. (Washington Street in downtown Boston had only a single track, for southbound cars, but Tremont Street had double track south of School Street. The Metropolitan office was at 100 Tremont Street, at the corner of Bromfield Street.)

OAK STREET CARS Carry a green and white light and leave Egleston Square once in two hours from 7:15 AM till 7:15 PM, then at 8:15 and 9:15. Returning from office in Boston via Tremont, Dover, and Washington Streets. one hour from time of leaving Egleston Square. (This was effectively a short-turn of the Forest Hills route, providing combined hourly service north of Egleston Square. The Oak Street name was carried over from an earlier shorter route.)

DORCHESTER CARS carry a red, green, and blue light and leave Dorchester at 7, 8, 9, and 11 AM and 1, 3, 4, 6, 8, and 9:30 PM. Returning from office in Boston via Tremont, Dover, and Washington Streets at 8, 9, and 10 AM and 12, 2, 4, 5, 7, 9, and 10:30 PM. (This was the route from Washington and Euclid Streets in Dorchester via Washington Street, Grove Hall, Warren Street and Washington Street in Roxbury).

WARREN STREET CARS (a short-turn of the Dorchester route) carry a red and green light and leave Warren Street Station half-hourly from 7 till 10 AM, then hourly till 1 PM, then half-hourly till 8, then at 9, 9:30 and 10. Returning from office in Boston via Tremont, Dover, and Washington Streets 40 minutes from time of leaving Warren Street. (These times would be in addition to those of the Dorchester cars.)

MT. BOWDOIN CARS Leave Mt. Bowdoin for Summer Street at 7:30, 8:30, 9:30, and 10:30 AM and 12:30, 2:30, 3:30, 4:30, 5:30, 6:30, 7:30, and 9:30 PM. Leave Summer Street for Mt. Bowdoin at 8:15, 9:15, 10:15, and 11:15 AM and 1:15, 3:15, 4:15, 5:15, 6:15, 7:15, 8:15, and 10:30 PM. (This was a former Dorchester Railway branch. Starting from Washington Street in Dorchester it followed the present Bowdoin and Hancock Streets, Columbia Road, and Boston Street to Dorchester Avenue where it joined the Dorchester Railway main line into downtown Boston. The segment on Broad Street, later part of Atlantic Avenue, between Summer Street and State Street, was abandoned after the new turnback location on Summer Street was built.)

DORCHESTER AND MILTON CARS Leave Milton Lower Mills (actually Dorchester Avenue at Adams Street in Dorchester Lower Mills) for Summer Street at 9 and 11 AM and 1, 3, 5, 7, 8, 9, and 10 PM. Leave foot of Summer Street for Milton at 9 and 11 AM and 1, 3, 5, 7, 8, 9, and 10 PM.

Leave Fields Corner (Dorchester Ave at northern connection to Adams Street) at 6:00, 6:30, 7:00, 7:50, 8:20, 8:50, 9:20, 10:20, and 11:20 AM and 12:20, 1:20, 1:50, 2:20, 2:50, 3:20, 3:50, 4:20, 4:50, 5:20, 5:50, 6:20, 7:20, 8:20, 9:20, and 10:20 PM. Leave foot of Summer Street for Fields Corner at 6:30, 7:00, 7:30, 9:00, 9:30, 10:00, 10:30, and 11:00 AM and 12:00, 1:00, 2:00, 2:30, 3:00, 3:30, 4:00, 4:30, 5:00, 5:30, 6:00, 6:30, 7:00, 8:00, 9:00, 10:00, and 11:15 PM.

(The Fields Corner car times include through service to and from Lower Mills. This was the former main line of the Dorchester Railway. It followed Dorchester Avenue for most of the way but entered downtown Boston via the now-discontinued Federal Street Bridge and its continuation across where the South Station approach tracks now are to Kneeland Street. The section of Federal Street between Kneeland Street and Summer Street is now part of Atlantic Avenue.)

BROOKLINE CARS Carry a red and white light and leave Brookline 15 minutes past every hour from 8:15 AM till 9:15 PM. Returning from office in Boston via Tremont Street at 5 minutes past every hour from 9:05 AM till 10:05 PM. (This route ran via Roxbury Crossing).

JAMAICA PLAIN CARS Carry an orange light and leave Jamaica Plain once an hour from 7 AM till 10:10 PM. returning from office in Boston 10 minutes before each hour from 7:50 AM till 10:50 PM. (This route started at Centre and Eliot Streets in Jamaica Plain and followed Centre Street to Eliot Square in Roxbury. Part of Centre Street in the Jackson Square area is now gone.)

TREMONT CROSSING CARS Carry square white light and leave the crossing once in 10 minutes from 7 AM till 9 PM, then once in 15 minutes till 10:45 PM. Returning from office via Cornhill, Washington, Boylston, and Tremont Streets 30 minutes from leaving the Crossing. (This route followed Tremont Street from near the present Orange Line Roxbury Crossing rapid transit station to Scollay Square. A section of Tremont Street at Eliot Norton Park in Boston has now been relocated.)

TREMONT HOUSE CARS Carry a round white light and leave West Lenox Street station once in 10 minutes from 6 till 7:30 AM, then every 5 minutes till 9 PM, then 10 min. till 11:30 PM. Returning from office in Boston 20 minutes from leaving Lenox Street Station. (This was a short turn of the Tremont Crossing route but the different car lights indicate that the Lenox Street schedule was in addition to the through cars. The Tremont House was on Tremont Street at Beacon Street in downtown Boston near the north end of the double track on Tremont Street.

MOUNT PLEASANT CARS Carry a blue light and leave Mt. Pleasant Station half-hourly from 7 to 10 AM, then hourly till 7 PM, then half hourly till 8, then 9, 9:30 and 10 PM. Returning from office in Tremont Street via Tremont, Dover, and Washington 45 minutes from time of leaving Mt. Pleasant. (This route originally started on Dudley Street in Roxbury at the border of Dorchester near Shirley Street and followed Dudley, Dearborn, and Eustis Streets to Washington Street. After acquiring the Dorchester Railway, the Metropolitan extended the Mt. Pleasant Branch to Upham's Corner, now Dudley Street at Columbia Road.)

NECK AND DEPOT CARS Carry a red light and start once in 6 and 7 minutes from 6 AM till 8 PM, then once in 15 minutes till 9 PM. (Neck refers to Boston Neck, the section of Boston on Washington Street north of the former border of Roxbury. In 1868, cars on this route started from Dover Street at Tremont Street, running inbound via Dover, Washington, Boylston and Tremont Streets to Scollay Square and continuing via Court, Hanover, and Union Streets, Haymarket Square, and Haverhill Street to the Fitchburg Railroad terminal. The return route was

via Causeway, Portland, and Merrimac Streets, Haymarket Square, Union Street, and Washington, Boylston, and Tremont Streets to Dover Street.

ST. JAMES CARS carry a red light and start once in 15 minutes from 8 AM till 11 PM. (Based on information in earlier *Almanac* editions, this refers to the former Suffolk Railroad route from the Boston and Providence Railroad terminal near Park Square to the Chelsea Ferry. In 1868, it ran inbound via Boylston, Tremont, Hanover, Richmond, North, and Commercial Streets and returned via Hanover, Richmond, North, Union, Washington, and Boylston Streets. The Metropolitan extended it west to Berkeley Street.)

CHELSEA FERRY CARS carry a red light and start from Camden St. every hour from 7:15 AM to 6:15 PM, returning from Chelsea Ferry on relatively the same time as from Camden Street. (This route used the Metropolitan Railroad's original line on Washington, Boylston, and Tremont Streets from Camden Street to Scollay Square and the former Suffolk Railroad route from there to the Ferry.)

South Boston Railroad

The 1870 *Boston Almanac* had schedules for three routes of the South Boston (formerly Broadway) Railroad. The listed routes were as follows, with parenthetical details from other sources.

CITY POINT CARS *White Light*. Leave Scollay's Building at 6:40 AM to 10:40 PM, Sundays 9:40 AM to 10:40 PM. City Point 40 minutes earlier. Intervals 25, 20 and 30 minutes. Route outward via Cornhill, Washington, Essex, Harrison, Beach, Federal, Broadway, L, 4th, City Point. Route inward City Point, 4th, K, Broadway, Federal, Kneeland, South, Beach, Washington, Boylston, Tremont to Scollay's Building.

SOUTH BOSTON CARS *Red Light* (Short-turn of City Point route from carhouse at Broadway and K Street.) Leave Scollay's Building at 6:15 AM to 12:00 midnight. Sundays 8:30 AM to 11:00 PM. Broadway 35 minutes earlier. Intervals 3 to 10 minutes. Sundays 5 to 10 minutes.

BAY VIEW & 8th ST. *Blue Light*. Leave Scollay's Building 6:40 AM to 10:40 PM. Sundays 8:40 AM to 10:40 PM. Station on Broadway 40 minutes earlier. Intervals 15, 20 and 30 minutes. Route outward from Scollay's Building same as City Point Route to Federal and Broadway, then Federal, Fourth, C, Sixth, E, Eighth, K, to Broadway. Inward route reverse of outward to Federal Street and Broadway, then same as City Point route.

Middlesex Railroad

The 1870 *Boston Almanac* had schedules for five Middlesex Railroad routes. These were all based at the Scollay's building station. Outbound trips followed Cornhill and Union and Charles Streets to the Charlestown Bridge. Inbound trips used the Warren Bridge and Beverly, Charlestown, Sudbury, and Court Streets. The listed routes were as follows, with parenthetical details from other sources.

CHARLESTOWN NECK. *Red Light*. Leave Scollay's Building at intervals of about 10 minutes from 6:25 AM till midnight, and in connection with Branch road cars leave for Charlestown about every 5 minutes during the day. Sunday in connection with Branch cars about every 10 minutes from 9 AM till 10:10 PM.

BUNKER HILL. *Green Light*. Leave Scollay's Building at intervals of 8 to 20 minutes from 6:25 AM till 11:25 PM. Sunday about every 15 minutes during day and evening.

SOMERVILLE at Webster Ave. (Union Square) *White Light*. Leave Scollay's Building 7:10 AM half-hourly till 9:50 PM. Sunday half-hourly from 9:25 AM till 9:50 PM. (This was the remaining segment of the original Somerville Horse Railroad main line between the Charlestown border and Union Square after the Cambridge Railroad took over the section from Union Square to Davis Square.)

MEDFORD via Winter Hill. *Blue Light*. Leave Scollay's Building 7:10 AM hourly till 11:10 PM. Sundays 9:10 AM hourly till 10:10 PM. (This included the Somerville Horse Railroad Winter Hill Branch and the Medford and Charlestown Railroad.)

MALDEN. *Blaze Light*. Leave Scollay's Building 7:00 AM hourly till 11:00 PM. Sundays 9:00 AM hourly till 10:00 PM. (This was the Malden and Melrose Railroad).

Cambridge Railroad

The 1870 *Boston Almanac* had schedules for 11 Cambridge Railroad routes (still operated by the Union Railway). These were based at a station in Bowdoin Square, on the corner of Chardon Street. A note read: "As changes are frequently made on this Road, reference is made to cards posted in each car." Cambridge Railroad cars left Bowdoin Square by Route 1 on Green, Chambers, and Cambridge Streets and the West Boston Bridge, or by Route 2 on Green and Leverett Streets and the Craigie Bridge. The inbound routes were not described. The listed routes were as follows, with parenthetical information from other sources.

HARVARD SQUARE. Leave Bowdoin Sq. at intervals of 7 to 15 minutes from 6:45 AM till 12 midnight by Route 1. Sundays at 8:30, 9:00 AM and at intervals of 10 and 15 minutes till 10:30 PM. (This was the original Cambridge Railroad main line, continuing in Cambridge on the present Main Street and Massachusetts Avenue to Harvard Square.)

PROSPECT STREET. Leave Bowdoin Sq. 7:45 AM and every 10 minutes till 10:45 AM, then 4:05 PM and every 10 minutes till 6:25, then 6:55 PM, by Route 1. (This was a short-turnback variation of the main line that was used only during weekday peak travel times. It was included in the first detailed horsecar schedules in the 1864 *Boston Almanac* but was not on the 1861 *Boston Directory* list.)

BROADWAY. Leave Bowdoin Sq. 7 AM and half-hourly till 11 PM. (This was a secondary route to Harvard Square, via the West Boston Bridge.)

MOUNT AUBURN. Leave Bowdoin Sq. 7, 8 AM and half-hourly till 11 PM by Route 1. Sunday at 9:10, 9:40, 10:10 AM, and hourly till 10 PM. (This was one of the two branches into which the Cambridge Railroad originally split at Harvard Square, continuing west on Brattle Street. One trip each hour ran through to WATERTOWN via the former Waltham and Watertown Railroad.)

NORTH AVENUE. Leave Bowdoin Sq. 7:10 AM half-hourly till 11:40 PM by Route 1. Sunday at 9:10 AM half-hourly to 7:10 PM, hourly till 10:10 PM. (This was the other original branch of the Cambridge Railroad, continuing from Harvard Square to Porter Square on the present Massachusetts Avenue. Alternate trips continued to WEST CAMBRIDGE via the North Avenue line extension and the West Cambridge Railroad, providing hourly service beyond Porter Square at all times.)

CAMBRIDGE STREET. Leave Bowdoin Square. 7:15 AM half-hourly till 11:15 PM by Route 2. Sunday, 9:45 AM half-hourly till 9:15 PM. (This was the route to Harvard via the Craigie Bridge and Lechmere Point.)

NEWTON CORNER. Leave Bowdoin Square 8:30 AM hourly till 10, 11 PM by Route 1. Sunday, 9, 9:30 AM hourly till 10:30 PM.) (This was the former Newton Railroad with the connection from Central Square to the Brighton border and the extension beyond Oak Square built by the Cambridge Railroad. The 1870 *Almanac* implied all BRIGHTON service ran through to Newton Corner, but the 1871 edition showed service as half-hourly to Brighton and hourly to Newton Corner.)

EAST CAMBRIDGE. Leave Bowdoin Sq. 7:15 AM and every 15 minutes till 11:15 PM by Route 2. Sunday 9:45 AM, half-hourly till 9:45 PM. (Half of the weekday service and most of the Sunday service consisted of trips on the Cambridge Street route. Most of the rest of the service probably continued on the route to Davis Square via Union Square.

Further Changes by Company in the 1870s

South Boston Railroad

In 1871, the City of Boston authorized construction of a short route variation in South Boston from Broadway over Dorchester, Third, and Emerson Streets to Fourth Street near K Street. Otherwise, the South Boston Railroad had no significant change in track-miles from 1867 through 1874.

The 1875 annual return showed an increase of 2.7 miles. The Bay View Line was extended on East Sixth Street between K and P Streets, and a new link between East Sixth and East Fourth Streets was built on P Street. The mileage increase also included a new loop in downtown Boston as an alternative to looping through Cornhill on the Metropolitan tracks. From Beach Street, the new line followed Kingston, Summer, Washington, and Milk Streets to the newly opened Post Office at the corner of Devonshire Street. This included short sections of second track on Summer and Washington Streets. The return route used a new track on Hawley Street back to Summer Street. The rest of the new mileage reported in 1875 consisted of adding some sections of second track in unspecified locations.

The 1877 annual return showed a slight further modification to the new downtown loop, using tracks of the Metropolitan on Chauncy Street and Harrison Avenue instead of Kingston between Summer and Beach outbound. More significant that year was an extension of South Boston Railroad service to the northern railroad depots via Middlesex Railroad tracks on Washington Street extension to Haymarket Square, the Metropolitan on Haverhill and Causeway Streets, the Cambridge on Portland Street, and the Metropolitan again on Merrimac Street and Washington Street Extension to Cornhill.

Also in 1877, the South Boston Railroad built a new carhouse, identified as South Point, on East Sixth Street between O and P Streets.

In January 1879, the South Boston Railroad was authorized to build an extension between Dorchester Avenue and Park Square via the West Fourth Street Bridge, Dover Street, Berkeley Street, and Columbus Avenue. New through service from City Point used this connection. The Metropolitan Railroad owned the tracks on Dover and Berkeley Streets and Columbus Avenue between Harrison Avenue and Park Square. Westbound cars used a new track on Division and Foundry Streets between Dorchester Avenue and the bridge. The eastbound route included a new connection on C Street between West Fourth Street and West Broadway. At Park Square, cars on this route reversed using a loop around the Emancipation Monument on a track of the Highland Street Railway on Eliot Street and a new track on Pleasant Street back to Columbus Avenue. Service on this route began on August 26, 1879.

Middlesex Railroad

In 1871, the Middlesex acquired the former Cliftondale Railroad property from the Suburban Railway. Although only about 1,000 feet of the line, on School Street in Everett to Everett Square, was still in place and usable, the Middlesex began including the entire mileage to Cliftondale in its annual returns. Starting with the 1873 edition, the *Boston Almanac* showed the spur to Everett Square as a separate Middlesex route, with 30-minute service frequency from Boston.

The 1873 annual return of the Medford and Charlestown Railroad, which the Middlesex had been operating under lease, stated that the authorities of Medford and Somerville had revoked the location and had removed the tracks. The reason for this action was not explained. The track removal included only the segment from Winter Hill to Medford built under the Medford and Charlestown charter. The Middlesex continued operating the segment from the border of Charlestown to Winter Hill that the Medford and Charlestown had taken over from the Somerville Railroad. The Middlesex did not restore service between Winter Hill and Medford until 1885.

In 1874, the Middlesex was authorized to build a track for northbound cars on Washington Street Extension between Cornhill and Haymarket Square. This was a new street built by the City of Boston in 1872, and it was wider and more direct than Union Street. On the same date, the Metropolitan Railroad was authorized to build a southbound track next to the Middlesex track. Each company was to be allowed to use both tracks. After the new line on Washington Street Extension was built, the old northbound-only single-track on Union Street was removed. (The Government Center redevelopment in the 1960s eliminated this segment of Washington Street, along with the segment between Dock Square and Court Street.)

The most significant operational change for the Middlesex in the remainder of the 1870s was the extension of some service from Charlestown to the Boston and Albany and Old Colony Railroad terminals, mostly over tracks of other horse railroad companies, starting in 1876. This service used the new tracks on Washington Street Extension between Haymarket and Dock Square, described above. South of Dock Square it used the Metropolitan Railroad track on Washington Street and Summer Streets, a new track on Lincoln Street, and the South Boston Railroad tracks on Beach Street, to Washington Street. This routing served the Boston and Albany terminal on Beach Street directly but was one block from the Old Colony terminal on Kneeland Street.

The return trip looped back to Scollay's Building via Beach, Washington, Boylston, and Tremont Streets and rejoined the route of Middlesex cars that started from Cornhill. The City had authorized the Middlesex to use the tracks of the Metropolitan south of Cornhill on Washington, Boylston, and Tremont Streets starting in 1874.

In 1877, the southern end of the route was further expanded, using tracks of the South Boston Railroad on Beach Street between Lincoln and Federal Streets, the Metropolitan on Federal Street to Kneeland Street, and the South Boston on Kneeland and South Streets back to Beach Street. This allowed direct service to the Old Colony terminal.

Cambridge Railroad

The 1871 edition of the *Boston Almanac* was the last to show service to Newton Corner by the Cambridge Railroad. After that, the line was cut back to its former endpoint of Oak Square in Brighton. Service beyond Oak Square was not restored until the electric railway era.

In September 1871, the City of Cambridge approved a location for the Cambridge Railroad on Pearl Street between Main Street near Central Square and Erie Street. In December 1871, the authorized location was further extended to Walnut Street (soon renamed Putnam Avenue).

In October 1872, the Cambridge Railroad petitioned the City of Cambridge for authority to build a track on Prospect Street between Cambridge Street and Main Street. This was intended to allow more direct service between East Cambridge and Central Square. Despite objections from some Prospect Street residents, the City granted the location on March 26, 1873.

In February 1874, the Cambridge Railroad petitioned the City of Cambridge for authorization to build a temporary track on Third Street between Main and Cambridge Streets. This was the same as the route segment abandoned in 1866. (Court Street had been made part of Third Street in 1873.) The new track was intended as a detour for East Cambridge service during a reconstruction of the Craigie Bridge. However, the City required that the restored Third Street track be built to permanent standards to allow cars to be diverted in the future whenever the Craigie Bridge or the West Boston Bridge was unavailable for cars that usually used it. It was later included in some scheduled routes.

In October 1875, the Cambridge Railroad petitioned the City of Cambridge for a location on Putnam Avenue between its existing lines on River and Pearl Streets. This was either not approved or not implemented at the time, but the railroad re-filed the petition in November 1876. When completed, the loop on River Street, Putnam Avenue, and Pearl Street does not appear to have had through service from Boston, as it was not included in *Boston Almanac* listings.

The 1879 *Almanac* showed for the first time a Spring Street route, with service every 30 minutes from Bowdoin Square. This was a short-turn of the Davis Square route, from a carhouse on Somerville Avenue near Spring Street in Somerville.

In October 1879, the City of Boston approved a petition of the Cambridge Railroad for construction of a connecting link on Bowker Street between Chardon and Sudbury Streets and another on Merrimac Street between Causeway and Portland Streets. The latter link was intended to allow the Cambridge to access the Dock Square area, partly on tracks of other companies.

Metropolitan Railroad

On September 5, 1870, the Metropolitan was granted temporary rights on Summer and Chauncy Streets between Washington and Essex Streets. This authority was made permanent on December 27, 1870.

The Metropolitan Railroad's annual return for the year ending September 30, 1871, included mileage by route rather than just system total track miles, as had been the practice for many preceding years. However, there were no details as to the streets traversed by each route, and mileage for segments shared by two or more routes was reported in the lengths of each of them.

Through horsecar service between East Boston and downtown Boston was diverted from the South Ferry to the North (former People's) Ferry in September 1871 but ended in April 1873. The Metropolitan was ordered to remove the tracks on Lewis Street between Sumner Street and the ferry slips in East Boston and on Eastern Avenue in downtown Boston in 1871. Service was reinstated on Lewis Street in 1880, but Eastern Avenue was not served directly again.

A route reported in 1871 that had been opened recently was identified only as Beacon Street line, with a length of 1.491 miles. Starting from the long-established Metropolitan Railroad route on Tremont Street at Dover Street, it followed Berkeley, Boylston, Clarendon, and Marlborough Streets to Gloucester Street, where it split into two branches. One turned north on Gloucester

Street and ended at Beacon Street. The other continued west on Marlborough Street to Parker Street, a subsequently discontinued street east of the present location of Massachusetts Avenue. A two-track carhouse and a stable were located on the south side of Marlborough Street there. The City of Boston had granted the locations on Marlborough and Beacon Streets to the Metropolitan on July 11, 1870. The segments on Boylston and Clarendon Streets appear to have been built under the legislation of April 13, 1869, authorizing the Metropolitan to carry out the objectives of the never-built Brookline and Back Bay Street Railway.

This line was built ahead of anticipated development. The *Boston Record of Streets* shows Marlborough Street as having been laid out as a public way from Arlington Street to Berkeley Street in 1864 and to Dartmouth Street in 1869, but not to Exeter Street until 1873, Gloucester Street in 1874, Hereford Street in 1876, and Chester Park (Massachusetts Avenue) in 1879. Parker Street north of Commonwealth Avenue was discontinued in 1879, as it was inconsistent with the grid street pattern of Back Bay.

The *Boston Almanac* included a schedule for the Beacon Street line for the first time in the 1874 edition, with service every 18 minutes.

On August 14, 1871, the City of Boston authorized the Metropolitan to lay tracks for a new route between Roxbury and downtown Boston. Starting from Warren Street, it was to follow Harrison Avenue to Dover Street, the same as the route authorized but not built in 1869. From there, it was to diverge over Dover, Albany, Kingston, and Summer Streets to Chauncy Street. The Metropolitan seems to have sought this route mainly to prevent it from being granted to an opposition line that was soon organized as the Highland Street Railway.



Figure 16. Horsecar at Eliot Square 1872

A Metropolitan Railroad horsecar is shown in front of the First Church in Roxbury at John Eliot Square. Roxbury had been annexed by the City of Boston four years before this photo was taken. To the right of the photographer was the Norfolk House, a celebrated hotel that served as the southern anchor of this horsecar line and several previous omnibus routes. Both the church and the Norfolk House (now apartments) still exist.

The *Boston Globe* reported that service on the new line began on July 15, 1872. Inbound cars used the route described above. Outbound cars returned to Roxbury on older tracks on Chauncy Street, Harrison Avenue, and Dover and Washington Streets.

After the Highland Street Railway opened a parallel route from Roxbury to Boston via Shawmut Avenue, the Metropolitan's Harrison Avenue/Albany Street route proved to be one route too many, and after a few years it was relegated mostly to use for emergency detours. By June 1879, some Boston residents were asking the City to order the removal of the little-used tracks. The Metropolitan responded by starting a new route on July 28, 1879, from Warren Street in Roxbury to downtown Boston, again running inbound via Harrison Avenue and Dover and

Albany Streets, and returning via Harrison Avenue, Dover Street, and Washington Street. It is not clear how long this route was run. The segment on Albany Street was abandoned before the end of the horsecar era, but the Harrison Avenue line was eventually electrified.

Appearing for the first time in the Metropolitan Railroad's 1872 annual return was a West End line, but route mileages were no longer listed. The Metropolitan's annual report to stockholders for the same year noted that an increase in the cost of the road was partly a result of construction of track in Charles Street.

The West End line was similar to one that the Metropolitan had been authorized to build since 1864, but had postponed. It consisted of a new track on Charles Street from Boylston Street to Cambridge Street (0.7 mile), use of the Cambridge Railroad's tracks on Cambridge Street from Charles Street to Bowdoin Square, and tracks of the former Suffolk Railroad and the Middlesex Railroad from there to Cornhill. A schedule for this line did not appear in the *Boston Almanac* until the 1879 edition, at which time service ran every 15 minutes.

In December 1872, the City of Boston authorized the Metropolitan to build an extension on Charles Street North, from Cambridge Street to Leverett Street, where it would connect with a track of the Cambridge Railroad. However, the Metropolitan did not exercise this authority until much later.

In September 1873, the Metropolitan was authorized to extend the Mount Pleasant Branch on the present Dudley Street from the present Burrell Street to a connection with the former Dorchester Railway Meetinghouse Hill Branch at Uphams Corner. This allowed the Metropolitan to serve the tracks on Stoughton Street, Columbia Road, Hancock Street, and Bowdoin Street via Roxbury instead of via Dorchester Avenue. The original connection to Dorchester Avenue from Uphams Corner via Boston Street was subsequently abandoned and was not restored until the trolley era.

Also in 1873, the Metropolitan petitioned the City for the right to extend the Beacon Street route from Gloucester Street via Beacon Street to Brighton Avenue (now part of Commonwealth Avenue) at the present Kenmore Square. The reason given was that a deed restriction on the site of the Marlborough Street carhouse did not allow the company to maintain a stable there, and that no suitable alternate site east of Brighton Avenue could be found. This application was strongly opposed by people who used that section of Beacon Street, formerly the Mill-Dam Road, for recreational travel in carriages.

In November 1873, the Metropolitan management announced that a site for a stable had been obtained at the corner of Marlborough and Parker Streets (near the present Hereford Street) and that the petition for a location on Beacon Street was being dropped. No horsecar line was ever built on that segment of Beacon Street, but the first electric trolley line of the West End Street Railway, opened in 1889, ran on Beacon Street between Brighton Avenue and West Chester Park (Massachusetts Avenue).

On July 19, 1875, the City authorized the Metropolitan to locate a branch on Columbus Avenue between Berkeley Street and Park Square, and across Park Square to Boylston Street. The Metropolitan had been seeking authority for this branch for more than two years to facilitate service to the relocated Boston & Providence Railroad terminal, but it had faced local opposition to placing tracks on Columbus Avenue.

First appearing on the list of Metropolitan Railroad routes in the annual return for 1876 were three to Atlantic Avenue – one from Bartlett Street, one from Tremont Street, and an Atlantic

Avenue Transfer Car. As described by the May 16, 1876, *Boston Post* the week these lines opened, outside of downtown Boston, the Bartlett and Tremont Street routes used long-established tracks. The Tremont Street route started at Roxbury Crossing and ran on Tremont, Dover, Washington, Beach, Kingston, and Summer Streets and Atlantic Avenue to Rowes Wharf. The new segments were on Summer Street between Kingston and Lincoln Streets and on Atlantic Avenue. (As noted earlier, the original Dorchester Avenue Railroad line between Summer and State Streets on what became Atlantic Avenue was abandoned about 1866.) The return route used new tracks on High, Oliver, and Franklin Streets to Washington Street, and old tracks on Washington Street and Temple Place back to Tremont Street.

The Bartlett Street route ran inbound on Washington Street from Bartlett Street to Dover Street, where it joined the Tremont Street route to Rowes Wharf. The return route was the same as that of the Tremont Street route as far as Washington Street at Temple Place, then continuing on Washington and Summer Streets, Harrison Avenue, Dover Street, and Washington Street back to Bartlett Street.

The transfer route started at Franklin and Washington Streets and used the same route as the Tremont and Bartlett Street routes, but in the opposite direction, as far as Summer and Kingston Streets. It then continued on Summer and Washington Streets back to Franklin Street.

On April 25, 1877, the City authorized the Metropolitan to build a branch on Lexington Street in East Boston from Meridian Street to Prescott Street. Cars began running on this branch in late July 1877. The Metropolitan was also authorized to extend this line on Prescott Street to Chelsea Street, but that was never done.

On May 21, 1877, the City approved an extension of the Metropolitan on Atlantic Avenue from Rowes Wharf to Commercial Street and on Commercial Street to Battery Street and the Branch to the North Ferry Wharf. It is not clear when this extension was completed.

On July 16, 1877, the City of Boston approved an extension of the line on Marlborough Street from Hereford Street to West Chester Park, although this segment of Marlborough Street was not made a public way until two years later.

On August 3, 1877, the *Globe* reported that the Metropolitan Railroad proposed to establish a new service to Chelsea via East Boston. The Metropolitan already had an “old track” across the bridge just into Chelsea but does not seem to have been using it. On August 14, 1877, the *Globe* reported that the Chelsea Aldermen were discussing a petition from the Metropolitan to construct a track on Pearl and Hawthorne Streets to Broadway at Bellingham Square. This extension seems to have been opened in 1878.

In November 1877, the City approved a petition from the Metropolitan for a single-track line on Congress and Devonshire Streets between Milk Street and Washington Streets. A further extension on Congress Street between Milk and Franklin Streets was approved in December 1879.

In May 1878, the Metropolitan petitioned the City for the right to build an extension on West Chester Park from Marlborough Street to Columbus Avenue, and the right to use the tracks of the Highland Street Railway on Columbus Avenue and Northampton Street to Tremont Street for access to the Metropolitan’s carhouse at Lenox Street. The reason given was that the Metropolitan was being forced to give up the carhouse and stables on Marlborough Street at Hereford Street.

This petition was initially rejected because the proposed double-track location in the center of West Chester Park conflicted with a plan to have a park there. However, the location was approved in the spring of 1879. The extension opened in October 1879, and was initially served by shuttle cars running between the Beacon Street spur off Marlborough Street and the Lenox Street carhouse.

In October 1879, the City of Boston approved a petition of the Metropolitan for construction of a branch on Liverpool Street in East Boston from Sumner Street to Meridian Street at Central Square. This line went into service on December 18, 1879, as part of a new routing for cars between the North Ferry and Chelsea. This saved a few minutes compared with the former routing from the ferry to Meridian Street via Sumner and Lewis Streets and Maverick Square. However, it also bypassed important sources of ridership between the ferry and Central Square, and it was discontinued after only a few months.

By June 1880, East Boston residents were petitioning the City either to order the Metropolitan to run service on Liverpool Street, transfer the tracks to a different operator, or remove the tracks and repair the street. This issue was not resolved until August 1, 1881, when the Metropolitan began running all Chelsea cars via Liverpool Street again.

A very short route that first appeared in the Metropolitan's 1879 return was called the Centre Street Transfer. It ran on Centre Street in Roxbury from Eliot Square to Cedar Street, about one third of a mile. At Eliot Square it connected with service to Boston via Dudley and Washington Streets. Authorization for this branch was included in the original rights that the city of Roxbury granted to the Metropolitan in 1855, but an atlas of Roxbury shows it was not there at least as late as 1873.

Highland Street Railway

Among the last street railways to be chartered by a special act of the Massachusetts legislature before the new procedures for incorporating under the general laws were enacted was the Highland Street Railway. Its initial purpose was to bring street railway service to allegedly underserved sections of Roxbury and Dorchester, but it grew to become a significant "opposition" line largely by using tracks of other street railway companies.

The original charter of the Highland was granted by an act of the legislature approved on April 17, 1872. It named ten incorporators and authorized the company to build, maintain, and operate a street railway in the city of Boston (which by then included Roxbury and Dorchester) between Grove Hall and Temple Place via Warren, Cliff, and Dudley Streets, Guild Row, Shawmut Avenue, and Tremont Street from Shawmut Avenue to Temple Place. In downtown Boston, a loop was authorized over Temple Place, Washington Street, and Eliot (now Stuart) Street or Boylston Street.

The Highland was authorized to enter on and use the tracks of any existing street railway in the streets named in its charter. It was also authorized to purchase or lease from the Metropolitan Railroad its tracks in Warren Street and the Dorchester Branch from Grove Hall. The Metropolitan was likely amenable to the latter provision, as its management had complained about having been pressured into operating these lines, which were not well patronized.

The Highland charter contained no restriction on the type of motive power to be used. Capital stock was limited to \$350,000.

On June 10, 1872, the City of Boston granted to the Highland Street Railway all of the locations included in its charter. There was a provision that wherever the locations already had

tracks of another company, the Highland could use those tracks but must compensate the owners of the tracks.

A further act of the legislature approved March 31, 1873, specified that the Highland could obtain locations in addition to those included in its charter, under provisions of the general laws pertaining to street railways.

On May 5, 1873, the City authorized the Highland to use the segment of the Metropolitan Railroad's Mount Pleasant Branch on Dudley Street between Warren Street and Blue Hill Avenue.

The first annual return to the Massachusetts Board of Railroad Commissioners filed by the Highland Street Railway was for the year ending September 30, 1873. It stated that service had begun on October 24, 1872, but was soon suspended because of an epidemic of horse disease. Service was not fully restored until the end of January 1873.

The report listed routes to Temple Place from Grove Hall, Walnut Avenue, and Mount Pleasant. The Walnut Avenue route was a short-turn of the Grove Hall route, and the Highland was not authorized to run service on the Metropolitan south of Grove Hall. The Mount Pleasant route was a short-turn of the Metropolitan's branch. Other than outer endpoints, the main difference between these lines as run by the Highland and by the Metropolitan was that the Highland used Shawmut Avenue instead of Washington Street north of Dudley Street and ran only as far north as Temple Place.

Shawmut Avenue is parallel with Washington Street on its west side, at a distance of at most 500 feet. The Highland Railway line on Shawmut Avenue therefore served more to avoid congestion on the Metropolitan's line than to bring horsecar service into new territory.

On April 27, 1874, the City authorized the Highland to locate a line on Blue Hill Avenue to Waverley Street, from a connection with the Metropolitan at Dudley Street.

The Highland Railway's 1874 report described it as having routes to Temple Place from Grove Hall and from Dudley Street, and to Cornhill (on tracks of the Metropolitan) from Woodbine Street and from Dennis Street. Woodbine Street was a short-turnback point on Warren Street on the Grove Hall route, but farther south than Walnut Avenue. Dennis Street was on the Mount Pleasant route on Dudley Street near the border of Roxbury and Dorchester.

The 1875 *Boston Almanac* included schedules for the Highland Street Railway in narrative rather than list form:

"Run from Grove Hall over Warren and Dudley Streets, Shawmut Avenue, Tremont Street, Eliot Street, Washington Street, and Temple Place and return via inward route to Grove Hall. In business hours cars run to Grove Hall once in 10 minutes, to Dudley Street or Walnut Avenue every 10 minutes. By Cornhill, Mt. Pleasant and Warren Street cars every ten minutes. Grove Hall cars after 6 p.m. every 10 minutes."

The listing for the Metropolitan Railroad in the same *Almanac* edition showed service to Mount Pleasant and to Warren Street every 8 minutes, but service to Grove Hall and the Dorchester Town house was only hourly.

The next change in route descriptions for the Highland Street Railway was in the 1876 annual return. Instead of separate routes from Dennis Street and Woodbine Street, it showed a single route from Woodbine Street via Blue Hill Avenue. This consisted of a new track on the

avenue from Woodbine Street to Dudley Street, joining the Mount Pleasant route about 0.6 miles west of Dennis Street. The City had authorized this extension on July 24, 1876.

The 1877 annual return showed further expansion of the Highland under authority granted by the City on March 19, 1877. This consisted of new track on Northampton Street from Shawmut Avenue to Columbus Avenue, and on the latter to Berkeley Street, continuing on tracks of the Metropolitan on Columbus Avenue to Park Square and Boylston Street. From there, cars continued to Cornhill over tracks of the Metropolitan. Cars on this line were run from Dudley Street, with short-turns from Columbus Avenue at Northampton Street.

Under authority granted on November 12, 1877, the route was revised slightly, to connect from Park Square to Tremont Street using new tracks on Eliot (Stuart) Street instead of the Metropolitan's tracks on Boylston Street. The 1878 *Almanac* showed service on Columbus Avenue every 10 minutes but did not distinguish among variations.

The 1878 return showed only a slight increase in mileage for the Highland Street Railway, but the 1879 return showed the line on Blue Hill Avenue had been extended south from Woodbine Street to Columbia Street (now Columbia Road at Franklin Park), under authority granted by the City on April 28, 1879. Cars on this line still used the Metropolitan's tracks on Dudley Street to Shawmut Avenue. From there, Columbia Street cars were run to Temple Place via Shawmut Avenue and to Cornhill via Columbus Avenue. The Cornhill cars continued to the Boston and Maine Railroad terminal at Haymarket Square over tracks of the Middlesex Railroad, under authority granted by the City in December 1878 and January 1879. Additional service was run from Dudley Street to Haymarket via Columbus Avenue.

The April 1879 authority would have allowed the Highland to extend its line farther south on Blue Hill Avenue as far as Canterbury Street (now American Legion Highway), but in horse railroad days, the line never got beyond Franklin Park.

Winthrop Railroad

As noted above, routes that the city of Boston initially authorized for the Suffolk Railroad in an order dated December 31, 1859, included a line in East Boston on Chelsea Street to the Chelsea Bridge. The Suffolk never built this line, but the rights passed to the Metropolitan Railroad when it bought the Suffolk in 1864. The Metropolitan did not exercise this right until 1872, when it built a line on Chelsea Street not for its own use but to provide a connection to the East Boston ferry for the Winthrop Railroad.

The Winthrop Railroad was originally chartered by an act of the legislature approved March 22, 1861. The company was authorized to build a horse railroad from a connection with the Suffolk Railroad at a location to be determined by the Boston Board of Aldermen, through East Boston and Breed's Island to the border of Winthrop, and on streets of Winthrop to be determined by the selectmen of that town. However, the Suffolk was given the option of constructing any portion of the route approved for the Winthrop Railroad within East Boston.

The Winthrop Railroad's directors had great difficulty in raising funds for construction and had to return to the legislature several times for extensions of the time limit in the act of incorporation. The City of Boston approved a location within East Boston on November 4, 1865, but revoked it when the company showed insufficient progress.

On August 31, 1869, after the Winthrop Railroad had obtained another of its many time extensions, the City of Boston again granted a location, as follows: Commencing at a connection with the Metropolitan Railroad at Lewis and Sumner Streets in East Boston, the route was to run

through Maverick Square and then follow Chelsea and Saratoga Streets and the bridge connecting Breed's Island and Winthrop to the border of Winthrop. From Maverick Square to the intersection of Chelsea and Saratoga Streets, this duplicated rights already held by the Metropolitan, which chose to build that one-mile segment once it appeared certain that the Winthrop Railroad would be built.

The line built by the Winthrop Railroad was opened on May 5, 1873. It extended from Chelsea and Saratoga Streets in East Boston to Point Shirley in Winthrop. The route within Winthrop followed a meandering course that brought it to within walking distance of practically every developed parcel in the town. From the bridge from Breed's Island, the route followed Main Street east for a few hundred feet, then turned south and east on Pleasant Street, north on Winthrop Street and the present Revere Street, then east and south on Shirley Street past Winthrop Beach and Winthrop Head (later renamed Cottage Hill), ending at the Taft's Hotel on Tafts Avenue. Service was run through to Maverick Square near the East Boston South Ferry terminal.

The Winthrop Railroad quickly ran into more financial difficulties. Its largest creditor, the Town of Winthrop, foreclosed in December 1875 on the mortgages it held. Service was run intermittently in 1876 and 1877, but ended permanently in June 1877, when the first of several steam railroads serving Winthrop opened.

Several years later, the Metropolitan reinstated service on the segment of the former Winthrop Railroad route between Winthrop Junction and Saratoga Street at Chelsea Street. Winthrop Junction was at the crossing of the Boston, Revere Beach and Lynn Railroad on Saratoga Street, at the south end of the present MBTA Orient Heights Blue Line rapid transit station. However, instead of following the route on Chelsea Street that the Metropolitan had built in 1873 for use of the Winthrop Railroad, the new route followed Chelsea Street for only one block and then continued over Bennington Street, to Central Square. There it joined the former Suffolk Railroad route on Meridian Street to Maverick Square, continuing on Sumner Street to the entrance to the North Ferry. Horse car service never returned to the rest of Chelsea Street.

More details about horse and steam railroads in Winthrop are presented in *The Train on the Beach*, by William Lieberman, published in 2017.



Figure 17. Horse Railroad Tickets

Passengers purchased paper tickets to ride a horse railroad and surrendered one to the conductor as they entered the horsecar. This selection dates from the mid-1870s.

CHAPTER 11

GREATER BOSTON HORSE RAILROADS 1880 TO 1887

The decade of the 1880s saw additional line extensions by each of the Boston horse railroad companies and the start-up of a short-lived opposition line in Cambridge. However, before the end of the decade, all but one horse railroad serving Boston were merged into the recently formed West End Street Railway, and the replacement of horse cars with electric streetcars was beginning. The one holdout, the Lynn and Boston Railroad, is discussed in a separate chapter.

Cambridge Railroad

During the year ending September 30, 1880, the Cambridge Railroad finally succeeded in obtaining authority to access more of Boston than it had been serving via its routes to Bowdoin Square. The new service consisted of use of the Metropolitan Railroad's tracks from Cambridge Street on Charles and Boylston Streets and Columbus Avenue to the Boston and Providence Railroad terminal at Park Square. In October 1881, the Cambridge built tracks on Providence and Church Streets between Columbus Avenue and Boylston Street to create a loop for its Park Square cars. (The Boston Park Plaza Hotel and office building now occupies the railroad terminal site. Providence Street was slightly farther north than the street now called Park Plaza. The segment of Church Street between Park Plaza and Boylston Street is now Hadassah Way.)

In July 1881, the cities of Boston and Cambridge approved locations for two new lines of the Cambridge Railroad to serve developing sections of Brighton. One line started at Central Square in Cambridge and ran on Western Avenue and Market Street to Washington Street at Brighton Center. The other line started at Harvard Square and ran on Brattle and Eliot (now John F. Kennedy) Streets in Cambridge and North Harvard Street in Brighton to Barry's Corner, where it joined the Western Avenue route to Brighton Center.

The Cambridge Railroad was prompted to build these lines largely to prevent the Charles River Street Railway from extending into this territory. Both lines initially had through service from Brighton to Boston, but service on North Harvard Street was subsequently reduced to a shuttle between Harvard Square and Barry's Corner. This segment was abandoned in the 1890s without having been electrified.

In the return for 1881, the line to Watertown was described as Watertown and Newton. This extension ran on Galen Street in Watertown and Centre Street in Newton to the Boston and Albany Railroad Newton Station at Newton Corner. As discussed above, the Cambridge Railroad had abandoned a line to Newton Corner from Oak Square in Brighton in 1871. A horse railroad had been chartered in 1868 under the name Nonantum Railroad to build a line from Watertown Square to Newton Corner but had not done so.

On September 30, 1882, the directors of the Union Railway notified the directors of the Cambridge Railroad that the Union Railway was exercising its option to cancel the lease of the Cambridge Railroad on six-months' notice. The reason given was that the lease payments were leaving the Union Railway with operating losses that would soon use up the remaining surplus from prior years. The completion of the Charles River Street Railway system, described below, was expected to leave the Union Railway with even greater losses.

The Union proposed to sell all its assets to the Cambridge for \$1.1 million, to be paid in the form of \$500,000 in Cambridge Railroad stock and \$600,000 in cash or bonds. The Cambridge Railroad stockholders voted to accept these terms at a meeting on November 1, 1882. The lease

remained in effect nominally until April 1, 1883, but the lease payments ceased. The Union Railway was subsequently dissolved.

The Cambridge Railroad began direct operation of its lines for the first time, but with some of the former Union Railway management. The Cambridge also assumed the leases of the Arlington (formerly West Cambridge) Railroad and the Somerville Horse Railroad.

Most lines of the Somerville Horse Railroad were used by the Middlesex Railroad rather than by the Cambridge, with the exception of the line from East Cambridge to Davis Square via Union Square. The annual return of the Somerville for the year ending September 30, 1883, shows a payment of \$40,058 to the Union Railway during the year for “extension, relocation, and relaying of tracks,” and also shows a net increase of about 1.2 miles in the total length of track owned. This probably included the extension of the Davis Square line for about one-half mile via the present Holland Street to Broadway at Clarendon Hill, Somerville (also called Russell Square on some maps). Annual returns of the Cambridge Railroad did not usually provide details about its leased routes, but an 1887 guidebook shows through service from Bowdoin Square to Clarendon Hill, and the Somerville Railroad’s annual returns for the 1880s after 1883 show no more additions in track mileage.

On September 30, 1886, the Cambridge Railroad was consolidated with the Charles River Street Railway, described below, as a new Cambridge Railroad Company. That company existed for only slightly over one year. On November 19, 1887, it was merged into the West End Street Railway. Ten days earlier, the Arlington Horse Railroad Company had been merged with the Cambridge Railroad. The first annual return of the West End Street Railway showed former lines of the Cambridge Railroad as its Cambridge Division.

Charles River Street Railway Company

Excluding companies formed by reorganizations or mergers of older companies, the Charles River Street Railway was the last horse railroad company organized in the immediate vicinity of Boston. This company was organized under the general laws, with the secretary of the Commonwealth granting a certificate of incorporation to Samuel L. Montague, Charles E. Raymond, and Daniel U. Chamberlain on August 26, 1881. The company proceeded to obtain locations from the boards of aldermen of the cities of Cambridge and Somerville. However, construction was delayed by challenges to the legality of the charter brought by the established street railway interests. After a series of public hearings, the legislature passed a bill on April 19, 1882, confirming the legality of the charter.

Construction then proceeded rapidly, with some service commencing on June 14, 1882. By the end of the reporting year on September 30, the Charles River Street Railway was operating three routes. The main line began at Porter Station on the Fitchburg Railroad and ran along the Cambridge-Somerville border on Beacon and Hampshire Streets, then Broadway, and Main Street to the draw span in the West Boston Bridge, at the border between Cambridge and Boston. The Boston Aldermen had denied the application of the company to enter the city on existing tracks of other street railways. The segment on Broadway, Main Street, and the bridge used tracks of the Cambridge Railroad, by approval of the Cambridge Aldermen.

A shuttle, or “transfer,” car provided a connection from Harvard Square to Beacon Street via Kirkland Street. (Kirkland Street began at Massachusetts Avenue near the south end of Cambridge Common then, but the segment west of Oxford Street has now been obliterated by redevelopment.) A third route started at Lafayette Square (now Main Street at Massachusetts

Avenue) in Cambridge and ran on Columbia Street to Hampshire Street, shared the main line tracks west to Cambridge Street, then diverged north into Somerville on Springfield Street, Concord Avenue, Newton Street, Webster Avenue, and Summer Street to Putnam Street, northwest of Union Square.

The Charles River Street Railway appealed to the state Board of Railroad Commissioners to overturn the denial by the Boston Aldermen to allow the company to run its cars into the city. On November 29, 1882, the Commissioners ruled that the Charles River could use the tracks of the Cambridge Railroad from the draw in the West Boston Bridge to Bowdoin Square, including the loop on Green Street, and could use the Metropolitan Railroad's tracks on Charles Street between Cambridge Street and Park Square.

The company had also asked the Commissioners for authority to run 12 cars per hour on the Bowdoin Square route and eight cars per hour on the Park Square route. However, the commissioners ruled on December 6, 1882, that the Charles River Street Railway management could determine service frequency as long as the cars originated on its own lines in Cambridge or Somerville, rather than adding trips entirely on tracks of the Cambridge Railroad or the Metropolitan.

In its annual return for the year ending September 30, 1883, the Charles River Street Railway showed the Porter Station line running through to Bowdoin Square. The Kirkland Street transfer line was replaced by through service from Harvard Square to Park Square via Kirkland, Beacon, and Hampshire Streets. The line between Lafayette Square and Putnam Street, Somerville, was split in two at Hampshire Street. The north end of the line was shown as having through service from Summer Street to both Bowdoin Square and Park Square. The south end of the line was extended from Lafayette Square via Brookline Street, the bridge over the Charles River, and Essex Street in Brighton to Cottage Farm Station on the Boston and Albany Railroad. Through service was run from Cottage Farm to Bowdoin Square via Brookline, Columbia, and Hampshire Streets, and Broadway.

A Cottage Farm extension was part of the original plans of the Charles River Street Railway. The Boston Aldermen had rejected the company's application for the part of the line within the city, but the legislation approved on April 19, 1882, included a provision authorizing the company to build that segment. The company directors had anticipated having a connection with another street railway line at Cottage Farm on Brighton Avenue (now Commonwealth Avenue), but such a line was not built during the horse railroad era.

The annual return for the year ending September 30, 1884, showed another new route. This one began at Harvard Square and originally followed Boylston Street (now John F. Kennedy Street), Mount Auburn Street, Putnam Avenue, and Green Street to Western Avenue. Continuing for a short distance on tracks of the Cambridge Railroad on Western Avenue and Main Street, it diverged onto Columbia Street and followed the same routing as the Cottage Farm Line from there to Bowdoin Square. However, by September 30, 1885, cars on this line were using the tracks of the Cambridge Railroad all the way from Central Square to Bowdoin Square.

Another addition in 1885 was a more direct route from Union Square to Bowdoin Square using Webster Avenue between Newton Street and Hampshire Street. By September 1886, the western end of both Union Square routes was extended from Putnam Street to Central Street via Summer Street. There was a carhouse on Summer Street at School Street.

At a meeting on September 14, 1886, the stockholders of the Charles River Street Railway voted to merge with the Cambridge Railroad. The merger took place at midnight on September 30, 1886, matching the end of the reporting year.

Middlesex Railroad

The Middlesex Railroad built several new lines in the 1880s. First appearing in the annual return for 1881 was a route in Charlestown on Medford Street between Main Street near Sullivan Square and Chelsea Street, on the route of the Boston and Chelsea Railroad. Through service was run to Temple Place in downtown Boston, using the same route as the Bunker Hill Branch south of Chelsea Street at Bunker Hill Street.

The 1882 return shows for the first time a route from Everett Square to Everett Springs. An 1887 guidebook shows the nearest stop on the Middlesex to the actual location of Everett Springs was at the corner of Chelsea and Ferry Streets. The Middlesex still reached Everett Square over the remnant of the Clifftondale Railroad on School Street; a routing on Broadway later replaced this one.

The 1882 return also showed a new extension from Malden Square (Main Street at Salem Street) to the border of Medford via Pleasant Street. (Redevelopment has now eliminated a short section of Pleasant Street east of Commercial Street.)

The 1883 return did not show any new extensions, but the 1884 return showed two. The Everett Springs line was extended from Chelsea and Ferry Streets in Everett via Ferry and Elm Streets to Woodlawn Cemetery. The line from Malden to the border of Medford was extended to Medford Square via Salem Street.

The 1885 return showed a Malden and Medford Belt Line. This included reconstruction of the former Medford and Charlestown Railroad between Medford Square and Winter Hill via Medford Street, Main Street, and Broadway.

The 1886 return showed the last route opened by the Middlesex Railroad while it was still a separate corporation. This line ran from Malden Square to Woodlawn Cemetery via Ferry Street in Malden and Everett. The east end used the track on Elm Street that was also used by the line from Everett Square to Woodlawn.

Effective August 21, 1886, the Middlesex Railroad merged with the Highland Street Railway, forming the Boston Consolidated Street Railway. This company quickly implemented several new through routings between former lines of the two companies, largely to reduce the need for cars to turn back in downtown Boston.

The 1887 return of the Boston Consolidated showed an extension from Medford Square to West Medford via High Street. It also listed a route identified as Everett Square and Ferry Street. It is not clear whether this meant the Everett Springs line or a line from Everett Square to Ferry Street via Broadway that appeared on maps of Everett by the late 1880s.

Another line in Everett that appeared on maps of the Middlesex Railroad by the late 1880s but that is not shown in listings found for this history ran from Everett Square via Chelsea, Buckman and Belmont Streets to Main Street on the border of Everett and Malden. Maps show this line as having a single track. It was probably paired with the single-track segment on Main Street between Belmont Street and Broadway.

The Boston Consolidated was merged into the West End Street Railway on November 12, 1887. The first annual report of the West End showed the former Middlesex Railroad lines of the

Boston Consolidated as the West End's Charlestown Division. Also included in this division were two lines within the former Middlesex service area that had not previously been shown in listings of Middlesex lines. The longer of these ran on Medford Street and Highland Avenue in Somerville between Cambridge Street and Davis Square. It had service by cars from Union Square to Davis Square, and also had service from an unspecified point on Highland Avenue to Scollay Square and points south. The other line branched from the Winter Hill route on Broadway and followed Cross, Pearl, and Medford Streets to Central Street in Somerville. Shuttle service on this line was run from Broadway at Franklin Street. The outer end was subsequently extended on Medford Street to a second connection with Broadway.

South Boston Railroad

In 1880, the South Boston Railroad built a line on P Street in South Boston from East Fourth Street to East First Street. A new carhouse called North Point, with a stable for 150 horses, opened on Second Street on the east side of P Street on this extension in October 1880.

In December 1881, the South Boston Railroad was authorized to build a double-track extension on Kneeland and Lincoln Streets between South and Beach Streets. Use of this segment of Kneeland Street was made possible by the relocation of the Boston & Albany Railroad terminal from Beach Street to Kneeland Street in September 1881.

The annual returns of the South Boston Railroad show net increases in track-miles of 0.2 in 1880, 0.8 in 1882, 0.2 in 1883, and 0.6 in 1884. No further changes were reported during the company's remaining independent existence, but some lines built late in 1887 were not reflected in the company's final annual return. The route listings in the other 1880s returns are not detailed enough to show where these mileage increases were, but the 1887 horse railroad guide shows some segments that were not included in previous detailed listings.

A route from Post Office Square to City Point ran on Milk and Federal Streets between the post office and Summer Street, using tracks of the Highland Street Railway north of High Street. (The section of Federal Street between High and Summer Streets, on which the South Boston Street Railway built a track, is now just a pedestrian mall.) From West Broadway at Dorchester Street instead of proceeding directly on East Broadway, this route took a side jog over Dorchester, East Third, and Emerson Streets to East Broadway. From there, the route continued on older segments on East Broadway, L, and East Fourth Streets to the original City Point terminal at P Street. It then continued on a new segment on P Street to East First Street, where a carhouse (North Point) was located.

Between Dorchester Avenue and Dorchester Street at East Eighth, the Bay View Line used old tracks on West Fourth and C Streets to West Sixth, but then continued on C, West Seventh, E, West Ninth, and Dorchester Street to East Eighth. From K Street at East Sixth, instead of continuing on K Street to the old carhouse, this route used a new double-track line on East Sixth Street to a carhouse between O and P Streets (South Point).

After the mileage total for 1887 was reported, the South Boston Railroad opened a new route to Boston Proper from Dorchester Avenue via the Broadway Bridge over Fort Point Channel and Broadway to Washington Street. Cars continued into downtown Boston on tracks of the Metropolitan Railroad. In conjunction with this extension, the capacity of the North Point stable was expanded from 475 to between 600 and 700.

Another new track segment built by the South Boston Railroad opened in the summer of 1887 on Dorchester Street between East Broadway and East Eighth Street. On November 12 that

year, the South Boston Railroad was merged into the West End Street Railway. Its lines became the West End's South Boston Division. The West End extended the Dorchester Street tracks to Dorchester Avenue and began running a "transfer car" shuttle between Dorchester Avenue and East Broadway on October 22, 1888.

Metropolitan Railroad

The Metropolitan Railroad opened several new lines in the 1880s. In May 1880, the City approved the Metropolitan's petition for construction of tracks from Post Office Square via Milk, Oliver, Franklin, and Broad Streets to Atlantic Avenue.

In November 1880, the Metropolitan inaugurated a connection from Upham's Corner via Stoughton and Pleasant Streets and Savin Hill Avenue to Dorchester Avenue, providing a new routing alternative for Dorchester Avenue cars to travel to downtown Boston.

In March 1881, the City of Boston granted the Metropolitan the right to build an extension on Huntington Avenue from Boylston Street to West Chester Park. Additional authority was soon granted to extend the line farther along Huntington Avenue to Parker Street. The extension opened on August 17, 1881, just in time for the grand opening of the new exhibition complex of the New England Manufacturers' and Mechanics' Institute east of the present Forsyth Street. There was a carhouse on Gainsborough Street.

In May 1881, the Metropolitan began operating service over new tracks on Dartmouth Street between Tremont Street and Huntington Avenue. This was part of a new routing to the northern railroad terminals, replacing a routing via Berkeley Street and Columbus Avenue. At about the same time, the Metropolitan extended tracks on Dartmouth Street between Huntington Avenue and Marlborough Street.

In the spring of 1882, it was reported that the Metropolitan would soon begin operating a Belt Line around the perimeter of Boston Proper, serving most of the steam railroad terminals and Boston Harbor ferry terminals. It was to use a combination of new and long-established track segments. The route was tentatively to be based at the Bartlett Street carhouse in Roxbury. Proceeding downtown via an unspecified route, it would pass the Boston & Albany and Old Colony Railroad terminals on Kneeland Street, the New York & New England Railroad terminal at the foot of Summer Street, and the Boston, Revere Beach and Lynn Railroad Ferry terminal on Atlantic Avenue. Continuing on Atlantic Avenue and Commercial Street, it would pass the access roads to the East Boston South and North Ferries and the Chelsea Ferry. It would pass the Fitchburg Railroad, Eastern Railroad, and Boston & Lowell Railroad terminals on Causeway Street but would miss the Boston & Maine Railroad terminal at Haymarket Square. From Causeway Street it would run on Leverett Street, Charles Street North, and Charles Street to Park Square, ending at the Boston & Providence Railroad terminal.

The City had authorized construction of the track segment on Charles Street North in December 1872, but at least as late as 1879, the Metropolitan had not exercised this right. The segments on Commercial Street north of Battery Street and on Causeway Street were authorized in November 1880. A project to widen Commercial Street was just then being completed. Previously, the street was so narrow that it was completely blocked whenever trains of the Union Freight Railroad were passing along it.

It is not clear how long the full Belt Line route operated as such. In December 1886, the Metropolitan sought to change the outer end of the belt line from Bartlett Street to the carhouse on Dorchester Avenue south of Fort Point Channel, but the South Boston Railroad management



Figure 18. Scollay Square in 1884

Looking northerly from Court Street, with a half dozen horsesecars visible. Scollay Square was one of Boston's principal commercial districts at the time. It is now the site of the Government Center; City Hall lies to the right.

objected. The Belt Line was not shown in the 1887 horse railroad guide. Re-created maps of the horse railroad network as of 1887 do not show the segments between Rowes Wharf and Battery Street on Atlantic Avenue and Commercial Street, or the segment on Charles Street North between Leverett Street and Cambridge Street. However, those segments are shown on an 1891 West End Street Railway map, which predated their electrification.

The 1884 return included a route from Huntington Avenue to Bowdoin Square, probably via Charles Street. This was not in the 1885 return. The October 2, 1884, *Boston Globe* reported that horsesecar service on Huntington Avenue as far west as Francis Street had begun the previous day.

On December 1, 1884, the Metropolitan began running a new branch of the Huntington Avenue line on Longwood Avenue to Harvard and Beacon Streets at Coolidge Corner in Brookline.

The 1885 Metropolitan return showed another new Huntington Avenue route not involving new trackage. This route went to Brookline Village via the section of Huntington Avenue west of Brigham Circle that was then still part of Tremont Street. This had long been part of a horsesecar route from Boston to Brookline via Roxbury, which was also continued.

The 1887 horse railroad guide showed the Brookline Village route starting at the intersection of Washington and Pearl Streets and following Washington and Tremont Streets, Huntington Avenue, Boylston Street, and Tremont Street again to the Tremont House. The Longwood Avenue route also had through service to downtown Boston, but cars looped on Boylston and Washington Streets and Temple Place back to Tremont Street instead of continuing to the Tremont House.

In the summer of 1885, the City of Boston approved petitions by the Metropolitan for construction of some new short connecting lines in downtown Boston. This was part of a plan devised by the City to reduce congestion by dispersing the approaches to the street railway terminals among more streets. The new segments approved at this time were on Otis Street between Summer and Franklin Streets and on Essex Street between Harrison Avenue and Kingston Street. At the same time, double-tracking of the line authorized in 1877 on Congress and Devonshire Streets from Post Office Square to Washington Streets was approved. In November 1885, the Metropolitan was granted additional authority for lines on Harrison Avenue Extension and Bedford Street between Essex and Washington Streets.

In June 1885, the Metropolitan opened a route from Winthrop Junction to the North Ferry landing in East Boston. Starting at the Boston, Revere Beach and Lynn Railroad crossing on Saratoga Street at what is now Orient Heights, the line followed the former route of the Winthrop Railroad on Saratoga and Chelsea Streets to Bennington Street. However, instead of continuing on Chelsea Street to Maverick Square as the Winthrop Railroad had, the new line ran on

Bennington Street to Central Square, where it joined the former Suffolk Railroad route on Meridian Street. It ran to the ferry via Maverick Square rather than using the cutoff on Liverpool Street.

In January 1887, the City approved a Metropolitan Railroad petition for construction of a line on Arch Street between Summer and Franklin Streets and a short spur on Water Street between Congress and Devonshire Streets.

The 1887 horse railroad guide shows three routes using the tracks of the original Marlborough Street route or its extensions. A route called Back Bay started from a car station at the corner of Huntington Avenue and West Chester Park. From there, it followed West Chester Park to Marlborough Street, and continued on the older Marlborough Street route via Marlborough, Clarendon, Boylston, and Tremont Streets to Scollay Square. A slight variation of this route used Dartmouth Street instead of Clarendon between Marlborough and Boylston Streets. The Dartmouth Street segment had been authorized in 1881.

The third route, called Back Bay Transfer, started from the corner of Northampton and Washington Streets and used tracks of the Highland Street Railway on Northampton Street and Columbus Avenue to West Chester Park, which it followed to the car station at the corner of Huntington Avenue.

A final addition to East Boston service, called the Sumner Street route, appeared in the Metropolitan's 1887 return. This route ran on Sumner Street from the entrance to the North Ferry to Orleans Street, and then made a one-way loop on Sumner Street to Jeffries Street, returning via Webster and Orleans Streets to Sumner. The City had authorized this route in 1886.

In February 1887, the Metropolitan petitioned the City of Boston for authorization of a long list of new branches or cross-connections. The City approved most of these in June 1887, but only two got built as horsecar lines. One of these was an extension of the Marlborough Street line on Marlborough, Arlington, and Beacon Streets to Charles Street. Its stated purpose was to be part of a new route from Back Bay to the Northern Depots via the west side of the Belt Line. It ended up as part of Boston's last horsecar line.

The other line approved in June 1887 that got built as a horsecar line ran from the Park Street carhouse in Dorchester via Park and Adams Streets, Neponset Avenue, and Walnut Street to Neponset Station on the Old Colony Railroad. Construction of this line was partly an attempt to block the newly organizing Quincy Street Railway from obtaining a route of its own into Boston.

The Metropolitan Railroad was merged into the West End Street Railway on November 11, 1887. Former Metropolitan routes were divided among the West End's First, Second, Third, and Fourth Divisions.

It was the West End that built the Neponset Avenue line as a horsecar route. Ground was broken on September 28, 1888. A barge (large horse-drawn wagon) route on Neponset Avenue was discontinued at that time. Construction was complete by November 20, but service did not begin until December 24, 1888. The initial schedule called for hourly departures from 6:50 AM to 9:50 PM, running through to Franklin Street in downtown Boston. After this, all new routes opened by the West End Street Railway Company were electrified from the start.

Highland Street Railway

Most service changes by the Highland Street Railway during the 1880s consisted of new ways of combining of track segments previously built by this company or others, but there were a few notable exceptions. In May 1881, the City of Boston authorized the Highland to build a

line on Canal Street between Haymarket Square and Causeway Street. This allowed the Highland to serve the railroad terminals on Causeway Street without adding to congestion on the parallel lines of other companies.

In the Highland's annual return for the year ending September 30, 1882, the list of routes included for the first time a route that had opened on August 21 from Columbia Street to the Eastern Railroad Depot via Hampden Street. Cars on this route followed the older Highland route on Blue Hill Avenue between Columbia and Dudley Streets, but after traveling one short block on Dudley Street they diverged onto new tracks on Hampden and Northampton Streets to Shawmut Avenue. There they rejoined the Highland's original main line. A multi-story parking garage now occupies the location of the segment of the original Hampden Street between Melnea Cass Boulevard and Albany Street.

The Highland's 1884 annual return shows some service terminating at Post Office Square on Milk Street instead of at Cornhill. This included a route from Northampton Street via Columbus Avenue. An ad for the May 5, 1884, start of this service shows the routing between Park Square and Post Office Square as Eliot (now Stuart) Street, and Kneeland, South, High, and Federal Streets to Milk Street. This included segments of new track on Eliot and Kneeland Streets between Tremont and Lincoln Streets and on High, Federal, and Milk Streets. The segment on South Street north of Beach Street replaced a segment of the original route of the Broadway Railroad that had been removed in 1861.

Effective August 21, 1886, the Highland Street Railway merged with the Middlesex Railroad, forming the Boston Consolidated Street Railway. This company implemented some through routings between lines of the two former companies before being merged into the West End Street Railway on November 12, 1887. The former Highland Street Railway lines became parts of the West End's First, Second, and Third Divisions.

CHAPTER 12

THE WEST END STREET RAILWAY AND THE END OF HORSE RAILROADS

Pre-merger Service Summary

In 1887, Edward E. Clark, an art stationer and engraver in Boston, published *The Boston Horse and Street Railroad Guide* “containing a complete list of all the street-cars running in and out of the city, naming the streets through which they pass.” The information shown was as of mid-1886, which was coincidentally just before the start of mergers that ended with the West End Street Railway taking over all but one horse railroad company serving Boston. This work omits some routes that were listed at the time in the annual returns of the companies, and has a few errors in street names, but it is nevertheless the most comprehensive compilation found of pre-merger Boston horse railroad service.

Clark’s guide includes cross streets and points of interest along the length of every route, resulting in a volume of more than 300 pages, including interspersed advertisements. The summaries below include the routes on which the cars ran and the color codes and service frequencies according to Clark.

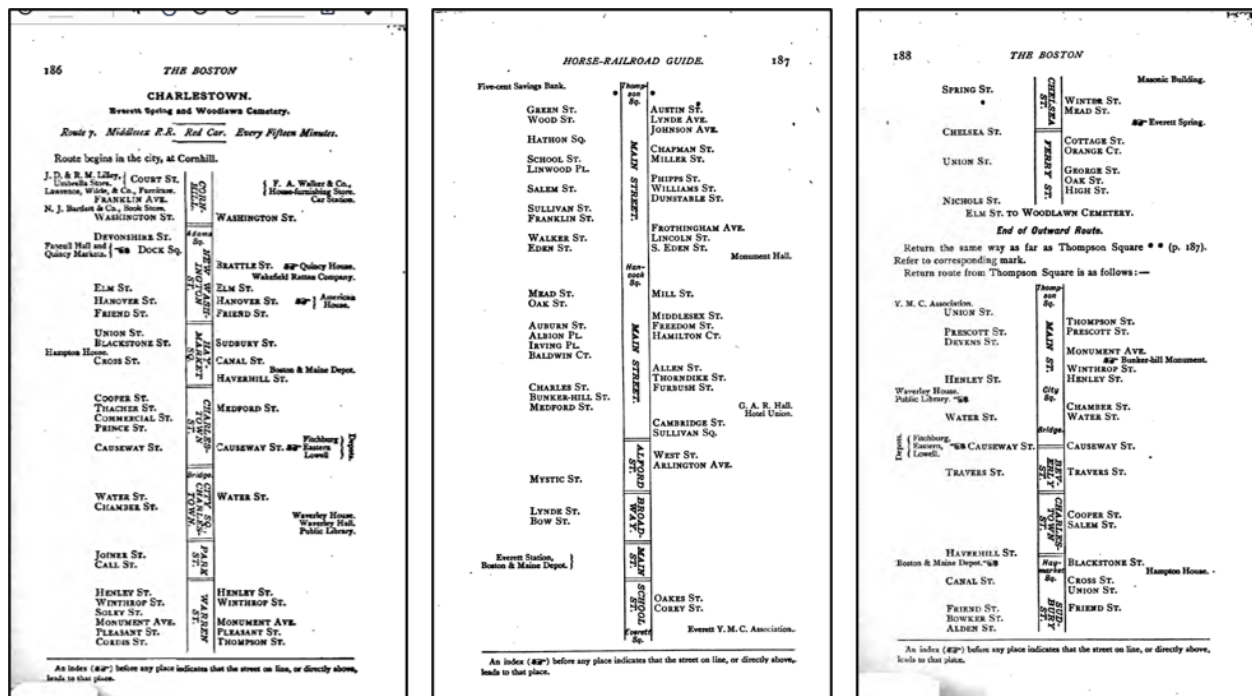


Figure 19. Horse Railroad Guide 1887

Excerpts from Edward Clark’s *The Boston Horse and Street Railroad Guide*, a pocket-size directory of Boston’s confusing horsecar system. The three successive pages above display the streets followed by cars of the Middlesex Railroad on its route from Scollay Square to Everett Spring and Woodlawn Cemetery.

Metropolitan Railroad

Clark's guide lists Metropolitan Railroad horsecar routes in two groups. The larger group includes the following 28 routes.

Route 1 – Atlantic Ave. Olive car, every half-hour. From Bartlett Street Stable, Roxbury, via Washington and Summer Sts. and Atlantic Ave. to India Wharf. Return via Atlantic Ave., Summer and Chauncy Sts., Harrison Ave., Dover St. and Washington St.

Route 2 – Atlantic Ave. Transfer. Olive car, every five minutes. From Franklin and Washington Sts. via Franklin, Oliver, and East High Sts., Atlantic Ave. and Summer and Washington Sts. back to Franklin.

Route 3 – Atlantic Ave. and Tremont St. Olive car, every half-hour. From B&P RR Roxbury Crossing Station via Tremont, Boylston, Washington and Summer Sts. and Atlantic Ave. to India Wharf. Return via same route except crossing from Washington to Tremont St. via Temple Pl.

Route 4 – Back Bay Transfer. Light blue car, every 20 minutes. From Northampton and Washington Sts. via Northampton St., Columbus Ave. and West Chester Park to car station at Huntington Ave.

Route 5 – Back Bay. Light blue car, every five minutes. From car station West Chester Park at Huntington Ave. via West Chester Park and Marlborough, Clarendon, Boylston and Tremont Sts. to Scollay Square. Return by same route.

Route 6 – Back Bay. Light blue car, every five minutes. Same as Route 5, except takes Dartmouth St. instead of Clarendon from Marlborough to Boylston.

Route 7 – Brookline. Buff car, every 10 minutes. From Pearl and Washington Sts., Brookline via Washington St. to Boston line, then via Tremont St. to Tremont House (corner of Tremont and Beacon Sts.). Return by same route.

Route 8 – Brookline. Green car, every 10 minutes. From Pearl and Washington Sts., Brookline via Washington St. to Boston line, then via Tremont St., Huntington Ave., Boylston St., and Tremont again to Tremont House. Return by same route.

Route 9 – Chelsea Ferry. Red car, every 5 to 10 minutes. From Eliot Sq., Roxbury via Dudley, Washington, Milk, Congress, State, Devonshire, New Washington, and Hanover Sts. to ferry terminal at Commercial St. Return via Hanover, New Washington, Washington and Essex Sts., Harrison Ave., Washington St. again and Roxbury St. to Eliot Square. (Malcolm X Boulevard has now replaced part of Roxbury Street.)

Route 10 – Dartmouth Street and Northern Depots. Garnet car, every 10 minutes. From Lenox St. stables via Tremont and Dartmouth Sts., Copley Sq., Boylston and Tremont Sts., Scollay Sq., Tremont Row, Hanover and New Washington Sts., Haymarket Sq., Haverhill and Causeway Sts. to Portland St. Return via Portland, Merrimac, New Washington, Washington Sts. to Boylston St., then reverse of inbound route.

Route 11 – Dartmouth St. and Chelsea Ferry. Garnet car, every 10 minutes. Same as Route 10 between Lenox St. stables and Hanover St. at New Washington. Then continue on Hanover St. to Commercial St. at Chelsea Ferry. Return via Hanover, New Washington, and Washington Sts. and Temple Place to Tremont St., then reverse of inbound route. Some additional trips go only as far as Tremont St. at Scollay Square, returning via Cornhill and Washington St. to Boylston St.

Route 12 – Dorchester via Grove Hall. Green car, every 15 minutes. From Centre and Washington Sts., Dorchester, via Washington St., Blue Hill Ave., and Warren St., to Washington St., Roxbury, then via Washington St. and Temple Pl. to Tremont St. Return via Tremont and Dover Sts. to Washington St. then reverse of inbound route.

Route 13 – Egleston Sq., Forest Hills and West Roxbury Park. Gray car, every 5 to 10 minutes. From Forest Hills Sta. via Washington St. to Egleston Sq., where some trips originate. Continue on Washington St. and Temple Pl. to Tremont St. Return via Tremont and Dover Sts. to Washington St., then reverse of inbound route.

Route 14 - East Boston and Chelsea Ferries. Red car, every 4 to 10 minutes. Similar to Route 9, but starts at Bartlett Street stables in Roxbury and diverges from Hanover St. on Battery St. to North Ferry terminal. Return via Hanover, New Washington, and Washington Sts.

Route 15 - East Boston and Chelsea Ferries via Tremont St. Yellow car, every 4 to 8 minutes. From B&P RR Roxbury Crossing Station via Tremont St., Scollay Sq. Tremont Row, and Court, Hanover, and Battery Sts. to North Ferry terminal. Return reverse of inbound route.

Route 16 – Field’s Corner and Ashmont via Dorchester Ave. and Mt. Pleasant. Blue car, every 20 min. From OC RR Ashmont Station via Dorchester Ave to Field’s Cor., where some cars originate. Continue via Dorchester and Savin Hill Aves., and Stoughton, Dudley, Dearborn, Eustis and Washington Sts. to Bedford St. in Downtown Boston. Return via Bedford and Chauncy Sts., Harrison Ave. and Dover St. to Washington St., then reverse of inbound route.

Route 17 – Jamaica Plain – Orange car, every 10 minutes. From carhouse at South and Keyes St., Jamaica Plain, via South, Centre, Pyncheon Sts. and Tremont Sts. to Tremont House (Pyncheon St. is now part of Columbus Ave.) Return via reverse of inbound route.

Route 18 – Longwood Ave. via Huntington Ave. Green car, every 15 minutes. From Beacon St. at Coolidge Corner, Brookline, via Harvard St., Longwood and Huntington Aves. Copley Sq., and Boylston and Washington Sts. to Temple Pl. Return via Temple Pl. and Tremont St. to Boylston St., then reverse of inbound route.

Route 19 – Lenox St. and Depots. Gray car, every 15 minutes. From Lenox St. stables via Tremont, Boylston, Washington, Milk, Congress, State, Devonshire, and New Washington Sts., Haymarket Sq., and Haverhill and Causeway Sts. to Portland St. Return via Portland, Merrimac, New Washington, and Washington Sts. to Milk St., then reverse of inbound route.

Route 20 – Milton and Dorchester Ave. Red car, every half-hour. From Dorchester Ave. at Richmond St., Dorchester to Fields Cor., where some cars originate. Continue via Dorchester Ave. and Federal, Summer, Washington, and Milk Sts. to Hawley St. Return via Hawley St. to Summer St., then reverse of inbound route.

Route 21 – Meeting House Hill. Blue car, every 15 minutes. From Bowdoin St. at Geneva Ave., Dorchester, via Bowdoin and Hancock Sts. to Dudley St., then same as Route 16 to Bedford St. in downtown Boston. Return same as Route 16 to Hancock Street then same as reverse of Route 21 inbound. (A short section of old Hancock St. is now part of Columbia Road.)

Route 22 – Norfolk House to Northern Depots. Yellow car, every 6 to 10 minutes. Same as Route 9 from Eliot Square to New Washington St at Hanover St., then via New Washington St., Haymarket Sq., Haverhill and Causeway Sts. to Portland St. Return via Portland, Merrimac, New Washington, Washington, and Roxbury Sts. to Eliot Sq. Connects at Eliot Sq. with transfer car on Centre St to Fort Ave. In evenings, some cars reverse downtown from Washington St. via Temple Pl., Tremont St. and Cornhill back to Washington St.

Route 23 – Tremont St. to Northern and Eastern Depots and Providence Depot. Green car, every 10 minutes. From B&P RR Roxbury Crossing Station via Tremont and Berkeley Sts., Columbus Ave., Boylston and Tremont Sts. to Scollay Sq., Court, Hanover and New Washington Sts. to Haymarket Sq. then Merrimac, Portland and Causeway Sts. to Haverhill St. Return via Causeway, Portland, Chardon, and Court Sts. to Scollay Sq., then reverse of inbound route.

Route 24 – Upham’s Corner via Mt. Pleasant to Scollay Sq. Blue car, every 6 to 10 min. From Dudley St. at Stoughton St. via Dudley, Dearborn, Eustis and Washington Sts. Temple Pl. and Tremont St. to Scollay Sq. Return via Tremont and Dover Sts. to Washington St., then reverse of inbound route.

Route 25 – West End via Washington St. Red car, every 7 minutes. From Washington St. at Northampton St. via Washington St., Temple Pl. Tremont St., Scollay Sq. then Court, Green, Chambers, Cambridge, Charles, Boylston, Berkeley, Tremont and Northampton Sts. to Washington St.

Route 26 – West End via Tremont St. Red car, every 7 minutes. Same as Route 25 to Chambers and Cambridge Sts., then Cambridge and Court Sts, Cornhill, and Washington St, back to Northampton St.

Route 27 – Warren St. to Northern and Eastern Depots. Green Car, every 15 minutes. From Warren and Woodbine Sts., via Warren and Washington, Milk, Congress, State, Devonshire, and New Washington Sts. to Haymarket Sq., then Haverhill and Causeway Sts. to Portland St. Return via Portland, Merrimac, New Washington, Washington, and Warren Sts.

Route 28 – Warren St. to Northern and Eastern Depots via Bowdoin Sq. and Cornhill. Green Car, every 15 minutes. Same as Route 27 from Woodbine St. to Washington St. at Temple Pl., then Temple Pl. and Tremont, Court, Green, Leverett, Causeway, Portland, Chardon, and Court Sts, Cornhill, and Washington and Warren Sts.

Metropolitan Railroad Chelsea and East Boston Routes

Clark’s guide lists the Metropolitan’s Chelsea and East Boston routes separately from the others, because they required ferry connections to the rest of the Metropolitan system. The guide included four such routes.

Route 1 – Liverpool St. Red car, every 7 minutes. From North Ferry terminal via Sumner and Liverpool Sts. to Central Sq., then via Meridian St. and Bridge to Chelsea and over Pearl and Hawthorne Sts. to Bellingham Sq. and on track of Boston & Chelsea Railroad on Broadway to car stable at Mathews St. Return by reverse of same route.

Route 2 – Lexington St. Blue car. Every 7 minutes. From North Ferry terminal via Sumner St., Maverick Sq. Meridian St. and Lexington St. to Prescott St. Return by reverse of same route.

Route 3 – Winthrop Junction. Green car, every 7 minutes. Same as Route 2 from North Ferry to Central Sq., then via Bennington, Chelsea, and Saratoga Sts. to BRB&L Winthrop Junction Station. Return by reverse of same route.

Route 4 Chelsea Ferry to Bellingham Square. Red car, every 7 minutes. From Chelsea terminal of Chelsea Ferry via Winnisimmet, Park, and Hawthorne Sts. to Bellingham Square. Return via Hawthorne, Pearl, Park and Winnisimmet Sts. to ferry.

Highland Street Railway

Clark's guide lists 12 routes for the Highland Street Railway shortly before it merged with the Middlesex Railroad. However, several of these routes differed only within downtown Boston.

Route 1 – Columbus Ave. and Northern Depots. Plaid car, every 10 minutes. From Highland Railway station, Dudley Street between Warren and Washington via Dudley St., Guild Row, Roxbury St., Shawmut Ave., Northampton St. Columbus Ave., Boylston and Tremont Sts., Scollay Sq., Court, Hanover, and New Washington Sts., Haymarket Sq., and Canal St. to Causeway St. Return to Scollay Sq. via Canal, Sudbury and Court Sts., then reverse of inbound route.

Route 2 – Columbus Ave., Cornhill, and Northampton St. Plaid car, every 5 minutes. From Columbus Ave. at Northampton St. same as Route 1 to Scollay Square, then via Cornhill, Washington St., and Temple Pl. to Tremont St., then by reverse of inbound route.

Route 3 – Columbus Ave. and Temple Pl. Plaid car, every 8 to 10 minutes. Same as Route 1 from Dudley St. car station as far as Tremont St. at Temple Pl., then on Temple Pl. to Washington St. Return via Washington and Boylston Sts. to Tremont St., then by reverse of inbound routes.

Route 4 – Columbus Ave. Albany and Old Colony Depots, Milk St., and Post Office Square. Plaid car, every 10 minutes. Same as Route 1 from Dudley St. car station to Park Sq., then via Eliot (Stuart), Kneeland, South, High, Federal and Milk Sts. to Post Office Square. Return via reverse of inbound route.

Route 5 – Dudley St. to Albany and Old Colony Depots via Shawmut Ave. Plaid car, every 10 minutes. From Highland Railway Dudley St. station via Dudley St., Guild Row, Roxbury St., Shawmut Ave., and Tremont St. to Eliot St., then same as Route 4, to Post Office Sq. Return by reverse of inbound route.

Route 6 – Blue Hill Ave., Shawmut Ave., and Northern and Eastern Depots. Plaid car, every 10 minutes. From Blue Hill Ave. at Glen Road at West Roxbury (Franklin) Park via Blue Hill Ave., Dudley, Hampden, and Northampton Sts., and Shawmut Ave. and Tremont St. to Boylston St., then same as Route 1 to Causeway St. Return to Scollay Sq. via Canal, Sudbury, and Court Sts., then via reverse of inbound route.

Route 7 –Dudley St. to Northern and Eastern Depots via Shawmut Ave. Plaid car, every 10 minutes. From Dudley St. station to Shawmut Ave. at Northampton St. same as Route 5, then same as Route 6 to Canal St. and return.

Route 8 – Dudley St. to Cornhill via Shawmut Ave. Plaid car, every 8 minutes. Same as Route 7 to Scollay Square. Return to Tremont St. via Cornhill, Washington St. and Temple Pl. then reverse of inbound route.

Route 9 – Blue Hill Ave. and Cornhill. Plaid car, every 10 minutes. From Blue Hill Ave. at Glen Road via Blue Hill Ave. and Dudley St. to Dudley St. station, then same as Route 8.

Route 10 – Grove Hall to Cornhill. Plaid car, every 8 minutes. From car stable on Blue Hill Ave. at Washington St. via Blue Hill Ave., Warren St, and Dudley St. to Dudley St. car station, then same as Route 8.

Route 11 – Grove Hall to Temple Pl. Plaid car, every 8 minutes. Same as Route 10 from Grove Hall to Tremont St. at Temple Pl., then via Temple Pl. to Washington St. Return via Washington and Boylston Sts. to Tremont St. then reverse of inbound route.

Route 12 – Dudley St. to Temple Pl. Plaid car, every 8 minutes. From Dudley St. station same as Route 11 to Temple Pl. and return.

South Boston Railroad

Clark's guide lists eight routes for the South Boston Railroad. All are described from the downtown Boston end to the South Boston end.

Route 1 – Northern and Eastern Depots to West Broadway at Dorchester Street. Blue car every 10 minutes. From Causeway St. at Portland St. via Portland and Merrimac Sts., Haymarket Sq., New Washington, Washington, and Essex Sts., Harrison Ave., Beach, Lincoln, Kneeland and Federal Sts., Dorchester Ave., and West Broadway to Dorchester St. Return reverse of outbound route to Beach St. at Harrison Ave., then via Beach, Washington, Milk, Congress, State, Devonshire, and New Washington Sts., Haymarket Sq., Haverhill St., and Causeway St. to Portland St.

Route 2 – Cornhill to East Broadway at K Street. Red and Yellow car, every 10 minutes. From Cornhill at Franklin Ave. (east of Scollay Sq.) via Cornhill and Washington, Summer, and Chauncy Sts. and Harrison Ave. to Beach St., then same as Route 1 to West Broadway at Dorchester St., continuing on East Broadway to K St. Return reverse of outbound route to Beach St. at Harrison Ave., then via Beach, Washington, Boylston and Tremont Sts. to Scollay Sq. and on Cornhill to starting point.

Route 3 – Post Office Sq. to P St. at East First St. Gray car, every 6 to 10 minutes. From Post Office Sq. via Milk and Federal Sts., Dorchester Ave., West Broadway, and Dorchester, East Third, and Emerson Sts., East Broadway, and L, East Fourth, and P Streets to East First Street. Return via P, East Fourth, and K Sts., and East Broadway to Dorchester St., then reverse of outbound route.

Route 4 – Brattle Street to East Sixth St. and O St. via Bay View. Green car, every 10 minutes. From Brattle St. west of Devonshire St. via Brattle, Washington, Beach, Lincoln, Kneeland, and Federal Sts., Dorchester Ave., and West Fourth, C, West Seventh, E, West Ninth, Dorchester, East Eighth, K, and East Sixth Sts. to car station between O and P Sts. Return via reverse of outbound route to East Eighth at Dorchester St., then West Eighth, E, and West Sixth Sts. and Dorchester Ave. to West Fourth St., then via reverse of outbound route to Washington St. at Milk St. and via Milk, Congress, State, Devonshire and Brattle Sts. to starting point.

Route 5 – Park Square to City Point. Yellow car, every 5 to 10 minutes. From Columbus Ave. at Eliot (Stuart) St. via Columbus Ave., Berkeley, Dover, West Fourth and C Sts., West Broadway, Dorchester, East Third and Emerson Sts., East Broadway, and L, East Fourth, and P Streets to East First Street. Return via P, East Fourth, and K Sts., and East Broadway, West Broadway, and Foundry St. to Dover St., then reverse of outbound route.

Route 6 – Brattle St. to East Broadway and K Street. Red and yellow car, every 10 minutes. Starts same as Route 4, but uses Essex St. and Harrison Ave. from Washington St. to Beach St. From Dorchester Ave. takes West Broadway and Dorchester, East Third, and Emerson Sts., and East Broadway to K St. Return via reverse of outbound route to Beach St. at Harrison Ave, then Beach, Washington, Boylston, and Tremont Sts., Scollay Square, and Cornhill to Brattle St. to starting point.

Route 7 – Brattle St. to City Point. Red and yellow car, every 10 minutes. Same as Route 6 from Brattle St. to East Broadway and K St., then same as Route 5 to City Point. Return route same as outbound route to Washington and Milk Sts. except takes East Fourth and Emerson between L and East Broadway. From Milk St. to Brattle St. same as Route 4.

Route 8 – Northern and Eastern Depots to South Boston. Red and Yellow car, every 10 minutes. Although Clark says this route was exactly the same as Route 1, it may have continued farther into South Boston.

Middlesex Railroad

Clark's guide lists seven routes for the Middlesex Railroad as it was operated just prior to merging with the Highland Street Railway, but it omits two routes that predated the merger and are discussed in the summary of 1880s changes. These are the Medford Street line in Charlestown and the route from Malden Square to Woodlawn via Ferry Street. The routes included in the guide are described starting from the Boston end, as summarized below.

Route 1 – Temple Place to Union Square, Somerville. Red car, every 15 minutes. From Temple Pl. at Washington St. via Temple Pl., Tremont St., Cornhill, New Washington St., Haymarket Sq., Charlestown (North Washington) St., Charlestown Br., City Sq., Park and Warren Sts., Thompson Sq., Main St., Sullivan Sq., Cambridge St. and Washington St. to Union Sq. at Webster Ave. Return by reverse of outbound route except uses Main St. from Thompson Sq. to City Sq., and Washington St. from New Washington St. to Temple Pl.

Route 2 – Cornhill to Winter Hill, Somerville. Red car, every 15 minutes. From Cornhill at Court St. via Cornhill and New Washington St., then same as Route 1 to Sullivan Sq., continuing on Main St. and Broadway to Winter Hill (Broadway at Main St.). Return by reverse of outbound route except uses Main St. from Thompson Sq. to City Sq., and Sudbury and Court Sts. from Haymarket Sq. to Cornhill.

Route 3 – Cornhill to Medford. Red Car, every 20 minutes. Same as Route 2 from Cornhill to Winter Hill, then via Main St. to Medford Sq. and via Salem St. to Medford/Malden border. Return via reverse of outbound route to Winter Hill, then same as Route 2 to Cornhill.

Route 4 – Cornhill to Everett and Malden. Red car, every 15 minutes. Same as Route 2 from Cornhill to Sullivan Sq., then via Alford St., Broadway, and Main and School Sts. to Everett Sq., then on Chelsea (now Norwood) St. and Main St. to Malden Sq., and on Pleasant St. to B&M RR Malden Station. (This description indicates that the track on Buckman and Belmont Sts. in Everett was not yet in place.) Transfer car connects at Malden Station and runs on Pleasant St. to connection with Route 3 at Malden/Medford border. Route 4 returns via reverse of outbound route to Sullivan Sq., then same as Route 2 to Cornhill.

Route 5 – Temple Place to Bunker Hill. Green car, every 5 minutes. Same as Route 1 from Temple Pl. to Haymarket Sq., then via Charlestown and Beverly Sts. and Warren Bridge to City Sq. and via Chelsea and Bunker Hill Sts. to car stable at Cook St. Return via reverse of outbound route to New Washington St. at Cornhill, then via Washington St. to Temple Pl.

Route 6 – Southern Depots to Franklin St., Somerville. Red car, every 7 minutes. From Kneeland St. at Albany St. via Kneeland, Lincoln, Beach, Washington, Boylston, and Tremont Sts., Cornhill and New Washington St. to Haymarket Sq., then Charlestown and Beverly Sts. and Warren Bridge to City Sq., continuing same as Route 2 as far as Broadway at Franklin St. Return by reverse of outbound route to New Washington St. at Cornhill except runs on Main St. from

Thompson Sq. to City Sq. From Cornhill, runs on Washington, Summer, Lincoln, Beach, Federal, and Kneeland Sts. to Albany St.

Route 7 – Cornhill to Everett Springs and Woodlawn. Red car, every 15 minutes. Same as Route 4 from Cornhill to Everett Square, then via Chelsea, Ferry, and Elm Sts. to Woodlawn St. at Woodlawn Cemetery. Return via reverse of outbound route to Thompson Square, then via Main St., City Sq., Warren Bridge, and Beverly, Charlestown, Sudbury, and Court Sts. to Cornhill.

Cambridge Railroad

Clark's guide lists 21 routes for the Cambridge Railroad prior to its merging with the Charles River Street Railway. Most of the routes had one end in Boston, and are described outward from that end.

Route 1 – Park Sq. to Harvard Sq. via Main Street. White car, every 5 to 10 minutes. From Park Sq. at Providence Depot via Providence, Church, Boylston, and Charles Sts., West Boston Bridge, and Main St. (now Massachusetts Ave. west of Lafayette Sq.) to Harvard Sq. Return by reverse of outbound route.

Route 2 – Bowdoin Sq. to Harvard Sq. Red and White car. every 5 minutes. From Bowdoin Sq. via Green, Chambers, and Cambridge Sts. to West Boston Bridge, then same as Route 1 to Harvard Sq. Return by reverse of outbound route, except runs on Cambridge St. from West Boston Bridge to Bowdoin Sq.

Route 3 – Bowdoin Sq. to Pleasant St., Cambridge. Red car, every 10 minutes. Same as Route 2 from Bowdoin Sq. to Main St. at Pearl St., Cambridge, then via Pearl St. and Putnam Ave. to Pleasant St. Return by reverse of outbound route, except runs on Cambridge St. from West Boston Bridge to Bowdoin Sq.

Route 4 – Bowdoin Sq. to Broadway at Inman, St., Cambridge. Red car, every 15 minutes. Same as Routes 2 and 3 from Bowdoin Sq. to Main St. at Broadway, then on Broadway to Inman St. Return by reverse of outbound route, except runs on Cambridge St. from West Boston Bridge to Bowdoin Sq.

Route 5 – Bowdoin Sq. to Sparks St., Cambridge. Red car, every 15 minutes. Same as Route 4 from Bowdoin Sq. to Inman St., then on Broadway, Cambridge, and Kirkland Sts. and North Ave to Harvard Sq. and on Brattle St. to Sparks St. Return via reverse of outbound route to Inman St., then same as Route 4.

Route 6 – Park Sq. to Eighth St. Cambridge. Red car every half hour. Same as Route 1 from Park Sq. to Main St. at Broadway, then via Broadway and Third and Cambridge Sts. to Eighth St. at carhouse. Return via reverse of outbound route.

Route 7 – Bowdoin Sq. to North Ave., Cambridge. Red car every 10 minutes. Same as Route 2 from Bowdoin Sq. to Harvard Sq. then via North Ave. (Mass. Ave.) to carhouse at Dudley St. Return via reverse of inbound route to Harvard Sq., then same as Route 2.

Route 8 – Bowdoin Sq. to Arlington. Red car every half hour. Same as Route 7 from Bowdoin Sq. to North Ave. at Dudley St., then continuing on North Ave. and Arlington Ave. (Mass Ave.) to carhouse east of Academy St. at Arlington Center. Return via reverse of outbound route to Dudley St., then same as Route 7.

Route 9 – Bowdoin Sq. to Mt. Auburn, Watertown, and Newton. Red car, every half hour. Same as Route 2 from Bowdoin Sq. to Harvard Sq., then via Brattle, Mt. Auburn, and Main Sts.

to Watertown Sq. and on Galen and Centre Sts. to Washington St. at Newton Corner. Return via reverse of outbound route to Harvard Sq. then same as Route 2.

Route 10 – Bowdoin Sq. to Mt Auburn via Garden St. Red car, every half hour. Same as Route 2 from Bowdoin Sq. to Harvard Sq. then via North Ave., Garden St., Concord Ave., and Craigie, Brattle, and Mt. Auburn Sts. to Fitchburg RR Mt. Auburn Station. Return via reverse of outbound route to Harvard Sq. then same as Route 2.

Route 11 – Bowdoin Sq. to Oak Sq., Brighton. Red car, every half hour. Same as Route 2 from Bowdoin Sq. to Central Sq., then via River and Cambridge Sts. through Union Sq., Allston to Brighton Center, and via Washington St. to Oak Sq. Return via reverse of inbound route to Central Sq., then same as Route 2.

Route 12 – Bowdoin Sq. to Brighton Center. Red car, every 15 minutes. Same as Route 11 but ends at carhouse on Washington St. east of Cambridge St.

Route 13 – Scollay Sq. to Central Sq., Cambridge. Red car, every 15 minutes. From Cornhill at Court St. via Cornhill, New Washington St., Haymarket. Sq., and Merrimac, Lowell, Brighton, and Leverett Sts. Craigie Bridge, Cambridge and Prospect Sts. to Central Sq. Return via reverse of outbound route to Leverett and Brighton Sts., then via Leverett, Causeway, Portland, Chardon, Bowker, Sudbury and Court Sts. to Scollay Sq.

Route 14 – Scollay Sq. to Baldwin St., Cambridge. Red car, every 15 minutes. Same as Route 13 from Scollay Sq. to Prospect St., continuing on Cambridge St. to Baldwin St. carhouse. Return via reverse of outbound route, but in Boston uses same return route as Route 13.

Route 15 – Scollay Sq. to Harvard Sq. via Cambridge St. (also listed as Route 20.) Red car, every 15 minutes. Same as Route 14 as far as Baldwin St., continuing on Cambridge and Kirkland Sts. and North Ave. to Harvard Sq. Return reverse of outbound route to Baldwin St., then same as reverse of Route 14.

Route 16 – Bowdoin Sq. to Clarendon Hills, West Somerville. Red car, every half hour. From Bowdoin Sq. via Green, Leverett, Causeway, Lowell, Brighton and Leverett Sts. Craigie Bridge, Bridge St., Somerville Ave., and Elm and Holland Sts. to Broadway at Russell Square. Return reverse of outbound route to Leverett St. at Brighton St., then Leverett, Causeway, Merrimac and Chardon Sts. to Bowdoin Sq.

Route 17 – Bowdoin Sq. to Dover St., West Somerville. Red car, every half hour. Same as Route 16, but runs only as far as Elm St. at Dover St. (Davis Sq.).

Route 18 – Park Sq. to Dover St., West Somerville. Red car, every half hour. Same as Route 1 from Park Sq. to Main St. at Broadway, Cambridge, then via Broadway and Third and Bridge Sts. to Somerville Ave., then same as Route 17 to Elm St. at Dover St. Return by reverse of outbound route.

Route 19 – Bowdoin Sq. to North Brighton via Western Ave. Red car, every half hour. Same as Route 2 from Bowdoin Sq. to Central Sq., Cambridge, then via Western Ave. and Market and Washington Sts. to carhouse east of Cambridge St. Return via reverse of outbound route, then same as Route 2 inbound.

Route 20 – Scollay Sq. to Harvard Sq. via Cambridge St. This was an alternate formatting for Route 15, depicting the entire route from end to end instead of requiring Clark's guide users to jump between descriptions of Routes 13, 14, and 15.

Route 21 – Harvard Sq. to Barry’s Corner, Brighton. Red car, every 20 minutes. Free transfer from Boston routes at Harvard. From Harvard Sq. via Brattle, Eliot and North Harvard Sts. to Western Ave. Return by reverse of outbound route.

Charles River Street Railway

Clark’s guide depicts the Charles River Street Railway at its maximum extent, just before it merged with the Cambridge Railroad. Eight routes are listed, all of which had through service to points in Boston over tracks of other street railways in that city.

Route 1 – Park Sq. to Harvard Sq. Gray and Blue car, every half hour. From Park Sq. to Central Sq., Cambridge same as Cambridge Railroad Route 1, then via Western Ave., Green St., Putnam Ave. and Mt. Auburn and Boylston Sts. to Harvard Sq. at Brattle St. Return via reverse of outbound route. (The segment between Western Ave. and Boylston St. was not retained for long after the merger.)

Route 2 – Bowdoin Sq. to Harvard Sq. Blue car, every half hour. Entire route same as Cambridge Railroad Route 2.

Route 3 – Park Sq. to Harvard Sq. via Kirkland St. White car, every 20 minutes. Same as Route 1 from Park Sq. to Main St. and Broadway in Cambridge, then via Broadway and Hampshire, Beacon, and Kirkland Sts. to Harvard Sq. near Church St. Return via reverse of outbound route.

Route 4 – Park Square and Spring Hill. Yellow car every 20 minutes. Same as Route 3 from Park Sq. to Hampshire St. at Springfield St., then via Springfield St., Concord Ave., Newton St., Webster Ave, Union Sq., and Summer St. to Central St.

Route 5 – Bowdoin Sq. to Spring Hill. Blue car, every 20 to 30 min. From Bowdoin Sq. via Green, Chambers, and Cambridge Sts. to West Boston Bridge, then same as Route 4 to Spring Hill. Return via reverse of outbound route but runs on Cambridge St. from West Boston Bridge to Bowdoin Sq.

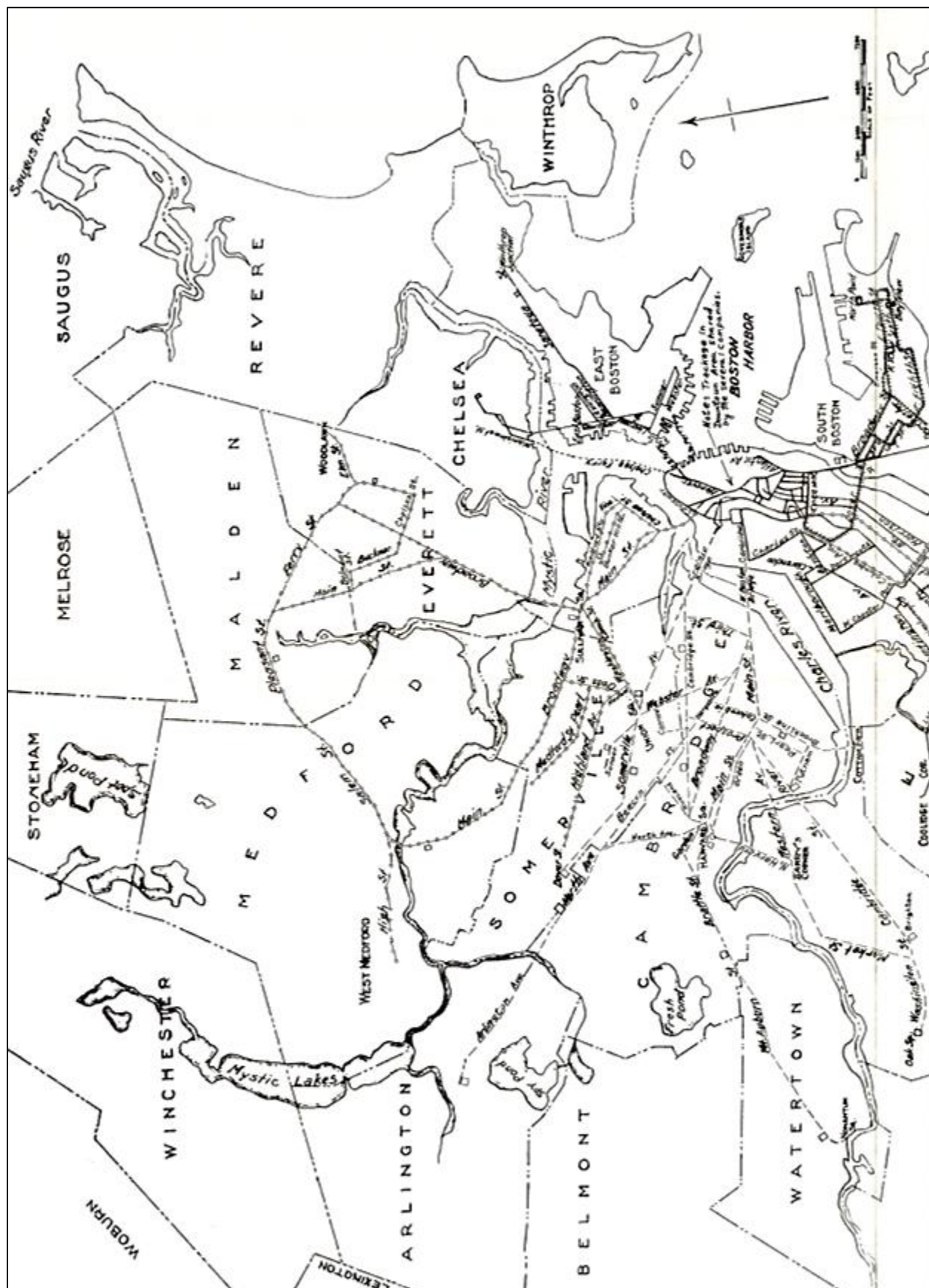
Route 6 – Bowdoin Sq. to Porter Sq. Red car, every half hour. Same as Route 5 from Bowdoin Sq. to Springfield St., then on Beacon St. and Somerville Ave. to Fitchburg RR Porter’s Station. Return via reverse of outbound route to Springfield St., then same as Route 5 inbound route.

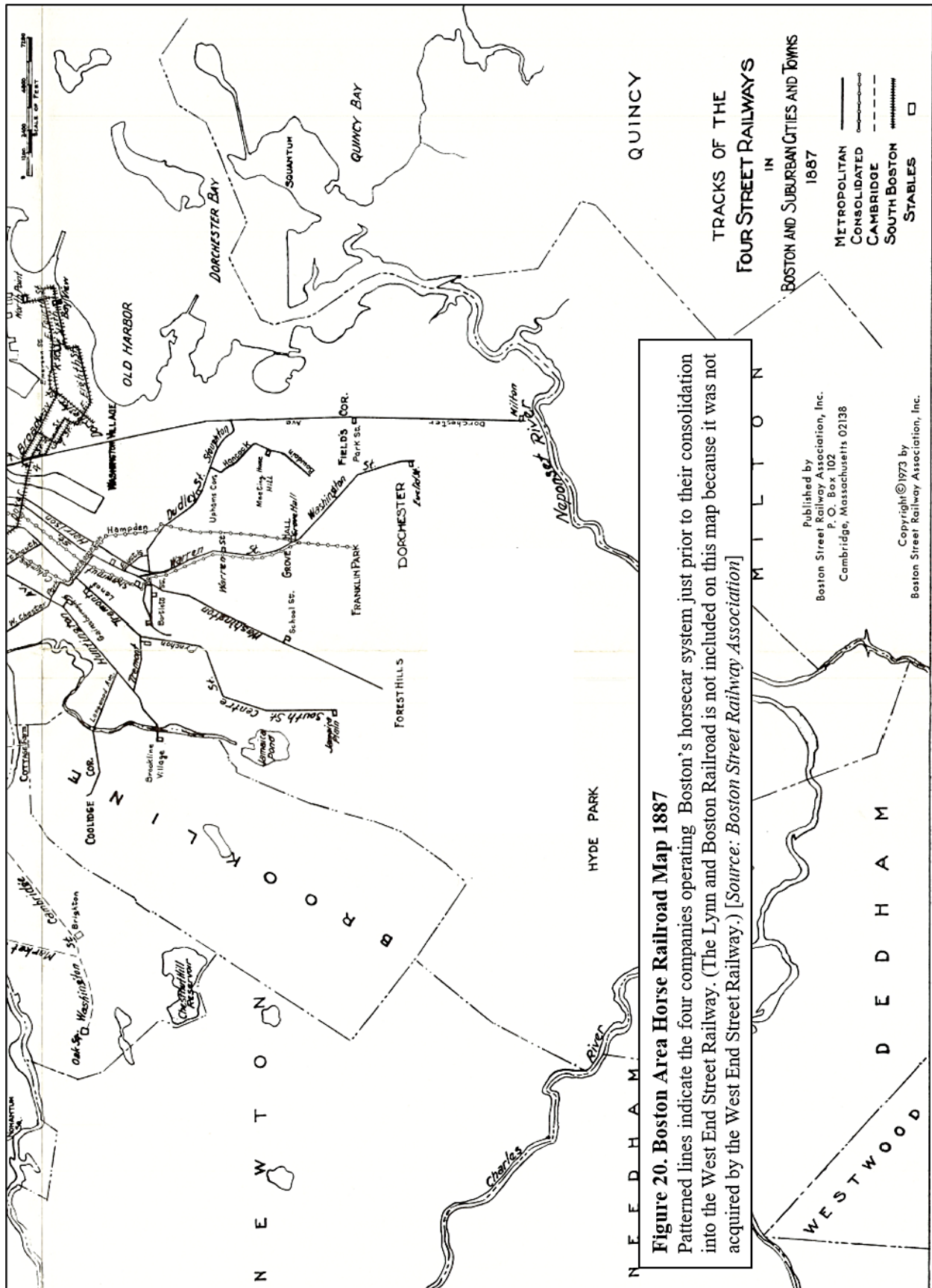
Route 7 – Bowdoin Sq. to Cottage Farm. Green car every half hour. Same as Routes 5 and 6 from Bowdoin Sq. to Hampshire and Columbia Sts., then via Columbia, Main, and Brookline Sts., Essex St. Bridge and Essex St. to B&A RR Cottage Farm Station at Brighton (now Commonwealth) Ave. Return via reverse of outbound route to Hampshire St, then same as Route 5 and 6 inbound route. (The segment on Columbia St. was not retained for long after the merger.)

Route 8 – Bowdoin Sq. to Spring Hill via Webster Ave. Olive Green car, every half hour. Same as Route 5 from Bowdoin Sq. to Hampshire St. at Webster Ave., then via Webster Ave., Union Sq. and Summer St. to Central St. Return via reverse of outbound route to Hampshire St., then same as Route 5 inbound route. Additional trips run from Park Sq. to Spring Hill, via same streets as Route 1 from Park Square to Charles St. at Cambridge St., then same route as trips from Bowdoin Sq.

West End Street Railway Background

The development of Boston’s network of horse railroads spanned three decades. It took barely more than one decade for electric street railways to fully supplant horse railroads not only





in greater Boston, but also in all of Massachusetts. Although it was inevitable that horse railroads would be replaced when more cost-effective means of mechanical propulsion became available, credit for the rapidity of the changeover is due to one grandiose thinker—Henry Melville Whitney.

Whitney does not seem to have been involved with horse railroads during their years of founding and growth. His transportation career began in 1866, when he was appointed Boston agent for the Metropolitan Steamship Company, of which his father, James S. Whitney, was president. This was a freight-only line operating between Boston and New York. Henry worked his way up through the management of the Metropolitan, becoming its president in 1879 soon after the death of his father.

In April 1880, Whitney was one of the named incorporators of the Cape Cod Canal Company, one of a long series of companies that failed to make any progress in building a canal between Cape Cod Bay and Buzzards Bay. When others eventually did complete a canal in 1914, it greatly improved navigation between Boston and New York for shipping companies such as the Metropolitan.

In 1883, Whitney founded the Boston & Gloucester Steamboat Company, which operated year-round freight service and seasonal passenger service between its two namesake cities. He served as its president until 1917.

It is not clear when Henry Whitney started to invest in real estate, but early in 1886, he began purchasing as much as he could of the land lining Beacon Street in Brookline, from the border of Boston to just east of Cleveland Circle. Although it was closer to Boston than many arterial roads that had offered horsecar service for years, this section of Beacon Street was sparsely developed and had never had a horse railroad line. Whitney envisioned it as ripe for development in the form of low-rise apartment buildings more upscale than those along existing horsecar lines within Boston.

To finance this venture, Whitney enlisted several wealthy friends and business associates to form a syndicate called the West End Land Company. Somewhat confusingly, the name referred not to the historic West End of Boston, but to Brookline being immediately west of Boston.

An integral part Whitney's planned development was to widen Beacon Street into a grand boulevard with a street railway line down the center. To build this line, the West End Land Company organized a subsidiary, the West End Street Railway Company. When the West End petitioned the Brookline Board of selectmen for a street railway location on Beacon Street, the strongest opposition came from the Metropolitan Railroad, while support came from other Brookline real estate owners.

Historically, the Metropolitan Railroad had shown little interest in Brookline. As related previously, the Metropolitan opened an extension from Roxbury Crossing to Brookline Village in 1860 but never continued it much farther than that. A line from Back Bay to Coolidge Corner authorized in 1866 by an act of the legislature was never built, partly because it was supposed to follow streets that did not yet exist. The Metropolitan finally expanded service to Brookline in 1885 with a new routing to Brookline Village via Huntington Avenue and another to Coolidge Corner via Huntington Avenue and Longwood Avenue.

On December 29, 1886, the Brookline selectmen approved the West End's petition over a rival proposal by the Metropolitan. An important point in favor of the West End proposal was that Whitney pledged that the Beacon Street line would be powered not by horses but either by a

San Francisco-like cable system or by electricity, if such a system were perfected by the time the line opened.

The approval of the Brookline selectmen could take the West End's route only as far east as the town line at St. Mary's Street, but to attract Boston businessmen to live in the new development along Beacon Street in Brookline, a through route to downtown was needed. The Metropolitan Railroad was more influential in Boston than in Brookline and already had double-track horsecar lines in place on the most favorable routes east of West Chester Park (now Massachusetts Avenue). Rather than fight the Metropolitan, the West End began buying its stock. It also filed a bill with the Massachusetts legislature to authorize the West End or any other street railway then running cars in or into the city of Boston to consolidate with any or all of the others. To the West End interests, this was not just a means to gain access to downtown Boston, but was also in and of itself a good investment opportunity.

The bill received final approval on June 15, 1887, by which time the West End was reported to have controlling interests in the Metropolitan, Cambridge, and South Boston Railroads. The West End also soon gained control of the Boston Consolidated Street Railway (the former Middlesex Railroad and Highland Street Railway). Therefore, it was no surprise that the boards of directors of each of these four established street railways voted to sell their property, rights, and franchises to the West End, with the merger of the Metropolitan becoming effective on November 11, 1887, those of the Boston Consolidated and the South Boston becoming effective November 12, and that of the Cambridge becoming effective November 19.

The Somerville Horse Railroad, which had been leased partly to the Cambridge and partly to the Consolidated, and the Malden and Melrose Railroad, which had been leased to the Consolidated, were leased rather than sold to the West End. (Separate corporate existences were maintained by the Malden and Melrose until 1896, and by the Somerville until 1923.) The West End did not attempt to gain control of the Boston and Chelsea Railroad, which was under lease to the Lynn and Boston Railroad and provided the latter with its route into Boston, partly over tracks of other companies that did join the West End.

At the time of the merger, the Metropolitan Railroad was the largest of the four predecessor companies. Its annual return for the year ending September 30, 1887, showed it owning 85.29 track miles, excluding side tracks, and also using 5.59 miles of track belonging to other companies. It owned 430 box (closed passenger) cars and 334 open cars; open cars would have been used mostly in warmer months. The Metropolitan also owned 3,720 horses. Shorter cars used two-horse teams and longer cars used four-horse teams, and teams were changed out over the course of a service day.

On September 30, 1887, the Cambridge Railroad owned 54.33 miles of track and used 8.34 miles of track belonging to other companies. It owned 193 box cars, 134 open cars, and 1,684 horses. Of the 54.33 miles of track 11.1 miles had been owned by the Charles River Street Railway prior to its merger with the Cambridge Railroad. The Arlington Horse Railroad owned 1.58 miles of the track reported as used but not owned by the Cambridge Railroad.

On September 30, 1887, the Boston Consolidated owned 45.25 miles of track and used 3.56 miles of track belonging to other companies. It owned 210 box cars, 190 open cars, and 1,955 horses. Just prior to the merger that formed the Consolidated, the Middlesex Railroad owned 19.1 track miles, and the Highland Street Railway owned 18.5 miles.

The South Boston Railroad owned 13.02 miles of track and used 6.64 miles of track belonging to other companies. It owned 115 box cars, 111 open cars, and 1,087 horses.

The Somerville Horse Railroad owned 4.88 track-miles, and the Malden and Melrose owned 6.29 track-miles, but neither of them owned any cars or horses.

West End Transition from Horsecars to Trolleys

The West End Street Railway issued its first annual report to stockholders for the 10½ months ending September 30, 1888, to conform with the fiscal year required by the Board of Railroad Commissioners. The West End directors reported that they had “investigated the subject of cable roads,” but after having learned of the successful operation of an electric railway in Richmond, Virginia, they had decided to give the electric system a trial and had begun construction of a line in Brookline and Boston. This line would use a combination of overhead wire and underground conduit to provide power to the streetcars. A separate line in Cambridge would test only overhead wire.

In addition to completing the Neponset Avenue extension for which authority had been granted to the Metropolitan Railroad, the West End built at least two horsecar lines in 1888 for which it had been granted the original rights. The older of these lines ran from Brookline Village via Boylston and Cypress Streets to Chestnut Street. Under authority obtained in October 1888, the West End built a connecting line on the recently opened Staniford Street between Green and Causeway Streets. This allowed abandonment of the parallel line on Leverett Street originally built by the Suffolk Railroad but also used by the Cambridge Railroad.

According to the October 1888 issue of the *Street Railway Journal*, a trade publication based in New York and Chicago, there were then electric street railways operating in 40 U.S. cities, with 175.5 miles of track and 310 cars. The West End was included on a list of 27 additional cities with projected lines totaling 153.5 miles and 247 cars. Of the cities with lines in operation, Richmond had the largest individual share of miles, at 12.0, and of cars, at 40. In Massachusetts, the Naumkeag Street Railway with two miles of electrified track and six cars, and the Revere Electric Railway, with one mile of track and one car, were both ahead of the West End in opening electrified lines.

In their annual report for fiscal year 1889, the West End directors reported that “the Brookline line was opened with conduit the 1st day of January and the Cambridge overhead line the 16th of February. The overhead lines have proved satisfactory, but the conduit work was unsatisfactory, and after several months’ trial was abandoned.”

Contemporary news accounts show that the West End’s first electric line opened for service to the public on January 5, 1889. It ran from Allston Station on the Boston and Albany Railroad via Harvard Avenue and Harvard Street to Coolidge Corner, then via Beacon Street, West Chester Park (Massachusetts Avenue), and Boylston Street to Charles Street at Park Square. A branch of this line on Beacon Street from Coolidge Corner to Cleveland Circle opened on January 12. Initially overhead wire was used from the western ends of the lines to Beacon Street at Ipswich Street, and conduit for the rest of the way to Park Square. The line in Cambridge (which did not connect with the line in Brookline and Boston) opened from Bowdoin Square to Harvard Square on February 16, 1889.

From Allston Station and Cleveland Circle to West Chester Park at Marlborough Street, and on Boylston Street west of Dartmouth Street, the electric lines were on streets that had never had horse car lines. The rest of the way through Back Bay to Park Square was the first electrification

by the West End Street Railway of former horsecar lines. The line from Bowdoin Square to Harvard Square replaced the oldest horsecar line in greater Boston. It ran via Cambridge Street, the West Boston Bridge, and Main Street (now Massachusetts Avenue west of Lafayette Square).

The West End directors did not wait for a long demonstration before proceeding with additional electric line construction. Their 1889 report mentioned that electric service was extended to Arlington during the year but did not give an opening date. This was another horsecar conversion, of the line from Harvard Square via North (Massachusetts) Avenue. Unpublished notes by William Werner give the opening date of this electrification as July 6, 1889. Newspaper reports indicate that replacement of the electrical conduit with overhead wires between Ipswich Street and Park Square was also completed in July 1889.

Werner's notes show two other conversions from horse to electric service in calendar 1889. The first of these, on November 14, ran from Grove Hall at Warren Street and Blue Hill Avenue via Warren Street, Dudley Square, Shawmut Avenue, and Tremont Street to the Tremont House (Tremont Street at Beacon Street). The other conversion was on Charles Street between Park Square and Cambridge Street. It opened on November 30, tying together the Brookline and Cambridge routes.

In their 1890 annual report, the West End directors stated "Early in the year the Directors became satisfied that the electric system had passed the experimental stage, and decided to take the necessary steps to introduce this system as rapidly as possible over the lines operated by the West End Street Railway Co." They also stated that it would soon become physically impossible to bring any more cars into the crowded streets north of Eliot Street. Therefore, they had applied for and received from the legislature a charter for an elevated railroad.

Much of the rail on the horse car lines was too light or too worn to be used by the larger, heavier electric cars, so conversions required replacing the tracks in addition to installing poles and wires. Subsequent annual reports of the West End Street Railway usually discussed the overall progress of electrification without stating which lines were converted or abandoned instead in any given year.

When the West End and other street railway companies began electrifying their lines, the Massachusetts Board of Railroad Commissioners did not initially require that mileage of electrified and non-electrified track be reported separately, and it did not require that mileage of first and second track be differentiated. In its annual return for 1888, the last year with no electrified lines, the West End reported that, excluding yards and sidetracks, it operated 227.88 track-miles. This consisted of 211.62 miles owned by the West End and 16.26 miles owned by other companies and run under lease or agreement.

The annual return for 1889 showed a net increase of 5.36 track-miles owned and operated by the West End, to 233.24. The increase was approximately the route-mileage of the segments of the lines from Cleveland Circle and Allston to Park Square not previously served by horsecar lines. However, the new lines had double track, so the total implies that about an equal number of older track-miles had been taken out of service.

Starting in 1890, street railways were required to report total electrified miles. The West End reported that it operated 234.70 track-miles, of which 65.46 (28 percent) were electrified, and that some of the electrified track was also used by horsecars. It did not specify the total number of shared electric and horse car track-miles. The 1891 report showed a small increase in total track-miles, to 235.24, but a much larger increase in electrified miles, to 81.23. In 1892, total

track-miles increased to 238.57, while electrified track-miles increased to 148.05, or 62 percent of the total.

Starting in 1893, the railroad commissioners required street railways to show track-miles used both by horsecars and electric cars separately from miles used only by one or the other. However, because of some apparent double counting, the figures the West End reported for that year are not usable.

For 1894, the West End reported operating 244.78 track-miles, of which 181.86 (74.3 percent) were run exclusively with electric cars, 14.92 (6.1 percent) were shared by horse and electric cars, and 48.00 (19.6 percent) were run exclusively with horsecars.

Starting in 1895, the railroad commissioners required street railways to show miles of first and second track separately. That year, the West End reported owning, leasing or otherwise using 246.1 track-miles, which was a slight increase from 1894. However, the reported totals of first and second track accounted for only 239.14 miles. For purposes of measuring network coverage, mileage of first track is more useful than total track mileage. In the 1895 report, first track accounted for 145.56 miles, or 60.9 percent of the reported total of first and second track combined. Of the first-track mileage, 85.6 percent was run exclusively with electric cars, 6.4 percent was shared by horse and electric cars, and 7.9 percent (11.5 miles) was run exclusively with horsecars.

In the West End's 1896 return, total miles of first track increased to 150.80, of which only 1.8 miles (1.2 percent) had only horsecar service and only 4.2 miles (2.8 percent) had both horse and electric car service. Absolute miles of first track served by horsecars remained about the same in 1897. Effective October 1, 1897, the West End Street Railway was leased to the Boston Elevated Railway Company, and the latter became responsible for reporting the mileage of electric and horsecar lines operated.

In 1898, the Boston Elevated reported 4.2 miles of first track still shared by horse and electric cars. However, the 1899 return showed no more shared trackage and only 1.372 miles of first track with only horsecar service.

On December 21, 1900, the *Boston Globe* reported that on the previous day, the Board of Railroad Commissioners had authorized the Boston Elevated to remove its tracks on Marlborough Street—the last remaining horsecar line in the system. Reportedly, the reason the route lasted as long as it did was that the Boston aldermen had prohibited the West End and the Elevated from running electric cars there because of opposition by residents of the street, who also were happy to have the horsecar line discontinued. With the parallel electric car line on Boylston Street only 0.2 miles away, the Marlborough Street line had lost most of its ridership.

As described in the same article, there were two Marlborough Street routes, both starting from West Chester Park. One ran via Marlborough and Dartmouth Streets to Boylston Street opposite the Boston Public Library. The other ran via Marlborough, Arlington, and Beacon Streets to Charles Street. The segment east of Clarendon Street was a late addition, for which the Metropolitan Railroad received authorization in June 1887. It is included on a map of West End Street Railway lines published in December 1891.

The *Globe* article said that the Marlborough Street lines had been the only horsecar lines in the system since 1895, when the other remaining routes were discontinued. One of these was described as the Atlantic Avenue line, running from Park Square via Eliot and Kneeland Streets and Atlantic Avenue to the northern railroad terminals. It was discontinued as a horsecar line on

October 13, 1895. The segment between Rowes Wharf and Battery Street was authorized in 1877 and was part of the Belt Line implemented in 1882. It is not shown in Clark's guide, but is shown on the 1891 map. The other line on which horsecar service ended in 1895, on October 15, ran from Temple Place to Union Square, Somerville via Charlestown. This seems to have been the line described by Clark as Middlesex Railroad Route 1.

When the order allowing discontinuance of Marlborough Street service was announced, no implementation date was given. However, on December 26, 1900, the *Globe* reported that service had ended abruptly on December 24, taking even the drivers and conductors by surprise. The last trip from the library departed at 10:42 PM and the last trip to Charles Street was completed at 11:52 PM. Each route had been served with one car, and the cars were based at the Lenox Street stables, requiring some non-revenue operation over electrified tracks. The earlier article described the cars as "pale blue and pea green." Ridership in November 1900 was said to have averaged only two riders per trip along with a two-man crew.

Before the 1887 merging of four separate horse railroads into the West End Street Railway, the Metropolitan already operated the most track-miles of any street railway company in the Commonwealth. Almost every industrialized Massachusetts community had at least one horsecar line by 1887, but most of the systems served only one or two municipalities and were not part of any larger network. The histories of these lines are summarized below.

CHAPTER 13

HORSE RAILROAD PREDECESSORS OF THE BOSTON AND NORTHERN STREET RAILWAY SYSTEM IN METROPOLITAN BOSTON

Lynn and Boston Railroad

The largest Massachusetts horse railroad system that did not get absorbed by the West End Street Railway was the Lynn and Boston Railroad. This was the company around which was built the Boston and Northern Street Railway System, which later became the Bay State Street Railway and eventually the Eastern Massachusetts Street Railway.

As related previously, the oldest component of the Lynn and Boston system was the Boston and Chelsea Railroad, which opened in November 1858 between a connection with the Middlesex Railroad in Charlestown and Bellingham Square in Chelsea via the Chelsea Bridge and Broadway. Boston and Chelsea cars ran through from Charlestown to Scollay Square over tracks of the Middlesex.

The second-oldest component of the L&B was the Winnisimmet Railroad, which opened in 1860 from the Chelsea Ferry to Woodlawn Cemetery on the border of Chelsea and Everett. Cars were initially run across Boston Harbor on the ferry, continuing to Scollay Square on tracks of the Suffolk Railroad. The route in Chelsea was over the present Winnisimmet, Park, and Hawthorne Streets, Washington Avenue, and Woodlawn Avenue.

Another small, but eventually important, component of the L&B originated as the Chelsea Beach Railroad, chartered on February 24, 1858. It was authorized to build a horse railroad from a connection with the Boston and Chelsea via the Salem Turnpike (Broadway) and other unspecified streets to Chelsea Beach (now Revere Beach).

The only annual return filed for the Chelsea Beach Railroad was dated December 29, 1859. Instead of the prescribed form, the directors submitted a one-paragraph letter including the statement: "The road has been located, but owing to a variety of circumstances, nothing whatever has been done in constructing the same."

On April 6, 1859, the Massachusetts legislature approved a charter for the Lynn and Boston Railroad Company. This was the longest horse railroad route in Massachusetts ever authorized by a single act of the legislature. The named incorporators were Charles Porter, William W. Wheildon, E. B. Phillips, Henry A. Breed, John Story, Benjamin Shurtleff, and Moses F. Rogers. This company was authorized to build a horse railroad commencing at a connection with the Boston and Chelsea Railroad on the Salem and Boston Turnpike at North Chelsea (Revere) and continuing on the Turnpike through North Chelsea and Saugus into Lynn, and through Lynn and Swampscott to Marblehead over streets approved by officials of those municipalities. The capital stock was limited to \$200,000 in shares of \$100 each.

The L&B charter also authorized the company to enter upon and use the tracks of the Boston and Chelsea Railroad, the Middlesex Railroad, and the Chelsea Beach Railroad. The Boston and Chelsea charter authorized that company to build as far as the border of Chelsea and North Chelsea, but it did not build north of Bellingham Square. By 1861, the L&B had acquired the rights to build what was to have been that part of the Boston and Chelsea and the entire route that the Chelsea Beach Railroad was to have built. However, none of the companies involved reported how this was accomplished. Although the L&B charter authorized it to enter on and use

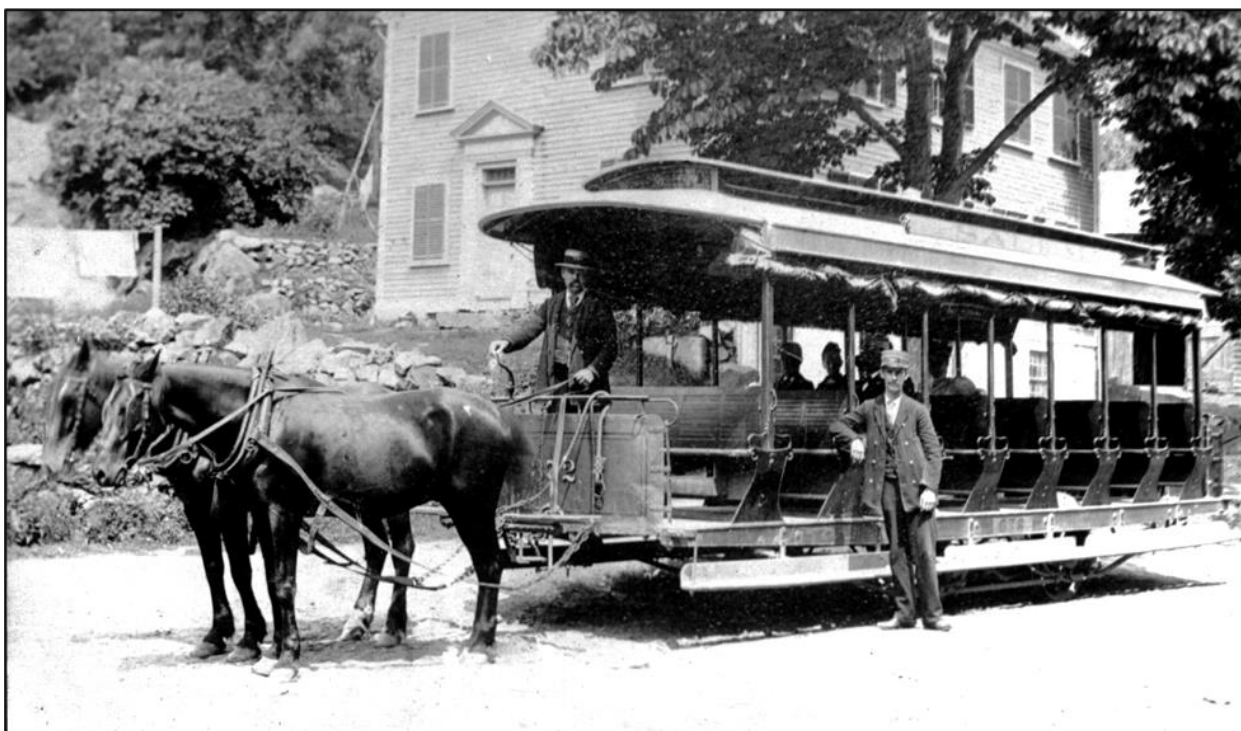
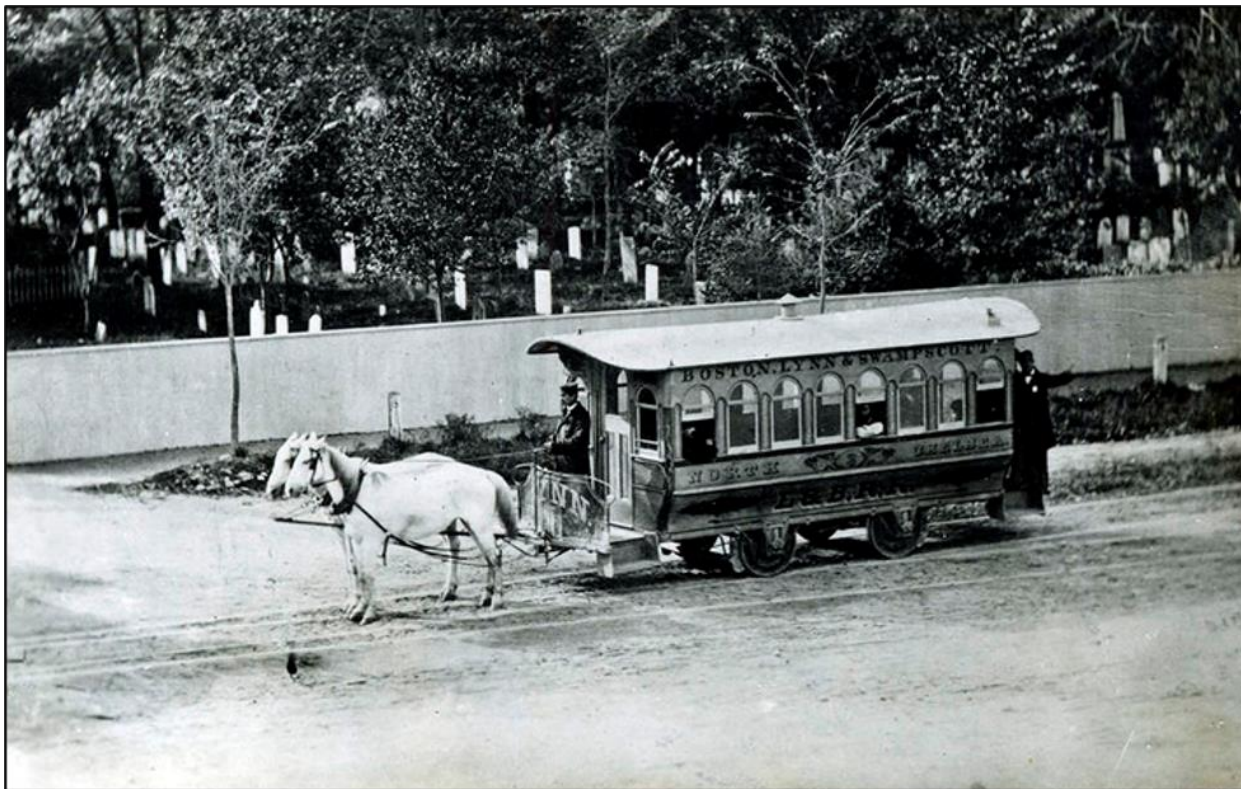


Figure 22. Lynn and Boston Railroad

TOP: An early Lynn and Boston horsecar on Market Square, Lynn, at the Western Burial Ground on Thanksgiving Day, 1860. Much of the L&B's first line was like an interurban, ten-miles in length and running through desolate marshland. BOTTOM: L&B open car 352, possibly at Walnut Street in Lynn.

the tracks of these other companies, it did not address the issue of the L&B itself constructing tracks under rights granted to other companies.

During the year ending November 30, 1860, the Lynn and Boston was still under construction, and no part was yet in operation. Service began in mid-1861. Effective October 1, 1861, the L&B leased the Winnisimmet Railroad as its Boston connection south of Bellingham Square.

By November 30, 1861, the L&B reported owning 11.5 miles of single main track but did not describe it in detail. The following year this was amended to 10.75 miles of main track and a 1.0-mile branch.

In 1863, the L&B leased the Boston and Chelsea, gaining control of a second route between Bellingham Square and Boston. As discussed previously in the history of the West End Street Railway, the B&C had been leased to the Malden and Melrose Railroad from 1858 to 1862 and then to the Middlesex Railroad. After 1863 it was part of the L&B system for the remainder of its operation as a horse railroad.

Chase's 1865 railroad map shows the Lynn & Boston main line beginning at Bellingham Square in Chelsea and following the Salem Turnpike as far as Market Square in Lynn. This road is now Broadway in Chelsea and Revere, still the Salem Turnpike in Saugus, and Western Avenue in Lynn. Leaving the turnpike, the L&B followed Market Square and South Common and Market Streets to downtown Lynn, then continued east on Broad, Lewis, and Ocean Streets to the border of Swampscott. Chase's map did not extend farther than this.

Ocean Street continues as Humphrey Street in Swampscott. A Walker atlas map from 1884 shows the L&B main line following Humphrey Street as far as what is now the intersection of Burrill Street and ending there, on the edge of what is today the main commercial district in the town. The mileage figure of 10.75, if measured from Bellingham Square, would have taken the line about one mile farther toward Marblehead.

The 1.0-mile branch was the line to Chelsea Beach. The only possible route at that time would have been Revere Street all the way from the Salem Turnpike to the waterfront.

The 1864 edition of the *Boston Almanac*, the first to include horse railroad schedules, identified the Lynn and Boston simply as Lynn Railroad. Service to Lynn was shown as running via the Winnisimmet Railroad, starting from an office at 71 Cornhill. Outbound cars ran via Cornhill, North, Moon, Fleet, and Commercial Streets to the Chelsea Ferry. Inbound cars returned via Hanover and Court Streets. Cars carried a white light. Fares were 6 cents to Chelsea, 10 cents to North Chelsea, and 20 cents to Lynn. Cars for Lynn left half-hourly or hourly from 8:15 AM to 8:15 PM and at 11:15 PM. Sunday service ran from 8:15 AM to 9:15 PM.

The recently leased Boston and Chelsea was not yet being used for through service to Lynn. Cars for Chelsea via Charlestown left the Cornhill office at intervals of 10 to 15 minutes from 6:00 AM to 9:45 PM, then half-hourly until 12:15 AM. Sunday service ran every 20 minutes from 9:15 AM to 7:45 PM, then every 30 minutes until 10:15 PM.

The 1865 *Almanac* showed a change in the downtown routing via the ferry, with cars leaving from a station at 14 Brattle Street and following Court, Hanover, and Richmond Streets to North Street. Chelsea cars via Charlestown still left from 71 Cornhill. Fares were raised to 8 cents to Chelsea or 12 cents to Revere, but the Lynn fare was still 20 cents.

The 1869 *Almanac* was the first edition to show Lynn service running hourly on a winter route via the Boston and Chelsea Railroad, outbound via the Charlestown Bridge and inbound via the Warren Bridge.

The 1870 *Almanac* provided much more detail about the Lynn route than had been shown previously. Cars left from the Swampscott Line at 20 minutes past each hour from 6:20 AM to 7:20 PM, then at 9:20 PM. They left the Spring Street Station (near Central Square in Lynn) at half past the hour; a turnout near the Lynn post office at 35 minutes past; and the West Lynn Station at 43 minutes past. Cars reached the North Chelsea Station one hour after leaving the Swampscott Line. Subsequent inbound times were not shown. However, for outbound trips, times from Scollay's Building were shown as 17 minutes to Chelsea Square and 40 minutes to North Chelsea, so the total time would have been 90 minutes to Lynn and 10 minutes more to the Swampscott Line.

Information about Chelsea service was omitted to make room for the Lynn route details, which also appeared in the 1871 *Almanac*. The 1872 edition had more condensed information for all horse railroads. The Lynn and Boston was shown as having service hourly between Boston and Lynn via Charlestown, and every 10 minutes between Boston and Chelsea via Charlestown, but service via the Chelsea Ferry was not listed. At Lynn, there were connecting coaches for Peabody. Starting June 1, 1872, there was to be service from Boston to Chelsea Beach every 30 minutes.

The annual reports of the L&B showed no changes in owned miles of track from 1862 through 1871. In 1872, the main line mileage reported by the L&B decreased from 10.75 to 9.75, which may have reflected shortening the route in Swampscott. As late as 1875, the L&B annual return described the company's routes as Swampscott through Lynn to Chelsea with a branch from Revere to Chelsea Beach in the summer, and operation over the Boston and Chelsea from Chelsea to Charlestown and over the Middlesex from there to downtown Boston.

Schedules in the *Almanac* did not specify whether Chelsea cars continued north of Bellingham Square over the Winnisimmet Railroad. However, the 1874 edition said that coaches for Woodlawn Cemetery connected with Washington Avenue cars.

Mileage of the Winnisimmet Railroad reported as operated by the L&B decreased by 0.75 in 1875, reflecting the cutting back of the outer end from Woodlawn Cemetery to the carhouse on the north side of the present intersection of Washington Avenue and Revere Beach Parkway. A further decrease of 0.5 miles in 1876 was accounted for by suspension of service between Bellingham Square and the Chelsea Ferry.

The first expansion of the L&B in many years was shown in the 1879 return, when a branch in Lynn to the Pine Grove Cemetery via Franklin Street was added. In 1880, this branch was extended via Boston Street and the present Broadway to Wyoma Square (Broadway at Lynnfield Street).

Also in 1880, the L&B added a branch to Nahant Beach at the border of Lynn and Nahant. South of Broad Street, it ran on Beach Street. The northern half of Beach Street is now Washington Street. The southern half has been replaced by part of the Lynnway. At about the same time, the original L&B main line was diverted over Union and Exchange Streets between their intersections with Broad Street to provide direct service to Central Square. The Nahant Beach branch ran on Spring Street between Exchange Street and Broad Street and had through service from West Lynn.

Effective June 1, 1881, the Lynn City Street Railway was merged into the Lynn and Boston. The first return of the Lynn City, for the year ending November 30, 1874, described it as owning 1.19 miles of track and operating over 0.625 miles on the Lynn and Boston; the return did not specify where these lines were.

In its 1875 return, the Lynn City's owned mileage increased to 1.955 on two routes described in detail. Starting from Market Street at Oxford Street in downtown Lynn, both routes followed Oxford Street, Central Avenue, and Union, Chestnut, and Essex Streets to Chatham Street. From there, one line continued east on Essex Street to Burrill Street in Upper Swampscott. The other line turned north on Chatham Street and southwest on Maple Street to Chestnut Street at Glenmere Square.

In 1876, the owned mileage reported by the Lynn City increased slightly to 1.964, with no change in the route descriptions. No further owned mileage was reported for the remaining years until the Lynn City was merged into the Lynn and Boston. However, in 1879, the Lynn City reported using .952 miles of track owned by the L&B in three separate segments. These were described as on Market and Oxford Streets, on Central Avenue, and on Union and Chestnut Streets. The first two segments were part of a downtown loop. The Lynn and Boston did not report operating on Union and Chestnut Streets at that time, so it appears that part of the main stem of the two Lynn City routes was owned by the L&B but used exclusively by the Lynn City.

In addition to the Lynn City acquisition, the L&B return for 1881 showed two new routes. One of these ran from Central Square to Myrtle Street. The 1884 atlas map shows that it followed the Wyoma Square route as far as Franklin and Boston Streets. From there it ran southwest on Boston Street and north on Myrtle Street almost to Walnut Street. The other new route was a second summer-only branch to Revere Beach. The routing was not specified, but an 1891 Massachusetts atlas shows it following Beach Street from Broadway to the waterfront.

The 1882 L&B return showed a second route to Wyoma Square, via Chestnut Street. This apparently followed the former Lynn City routes from downtown Lynn to Essex Street and a new track on Chestnut Street from Essex to Boston Street, where it joined the older L&B Wyoma route.

On June 24, 1882 the L&B opened a route from Lynn to East Saugus. The 1884 atlas shows it as running from downtown Lynn via Summer and Boston Streets to the border of Saugus. The routing within Saugus was not shown, but it followed Lincoln Avenue to Ballard Street. The L&B opened an extension farther south and west along Lincoln Avenue to Cliftondale Square at Essex Street on June 17, 1885. A branch from East Saugus via Chestnut, Winter, and Central Streets to Saugus Center opened on July 31, 1886.

The 1883 L&B return showed a new extension from Wyoma Square to Peabody. Within Lynn it followed what is now Broadway but was then part of Boston Street to the border of Peabody. In Peabody it followed Lynn and Washington Streets to Main Street, looping on Main and Foster Streets back to Washington Street.

In 1884, the L&B was finally completed between Swampscott and Marblehead, as authorized under its 1859 charter. The 1891 atlas shows that from Lower Swampscott, the line followed what are now Humphrey Street in Swampscott and Humphrey and Pleasant Streets in Marblehead to Washington Street in the main Marblehead commercial district. Service was run through between Marblehead and West Lynn but not to Boston.

In 1885, the L&B restored service as a summer-only route on the outer end of the Winnisimmet Railroad between the Chelsea carhouse and Woodlawn Cemetery. The L&B had discontinued year-round service on this segment in 1875.

In Edward Clark's *Boston Horse and Street Railroad Guide*, with information updated to 1886, the only Lynn and Boston Railroad service included was that between Boston, Chelsea and Revere, divided into four routes, as follows:

Route 1 – Chelsea Washington Avenue. White car, every 10 to 15 minutes. From Court St. at Cornhill via Cornhill, New Washington St., Haymarket Sq., Charlestown St., Charlestown Bridge, City Sq., Chelsea St., Broadway and Washington Ave. to Webster St. (Chelsea carhouse). Return by reverse of outbound route to City Sq., then Warren Bridge, Beverly and Charlestown Sts., Haymarket Sq., Sudbury and Court Sts. to Cornhill.

Route 2 – Revere St., Revere. Light yellow car, every 15 and 30 minutes. Same as Route 1 in both directions between Cornhill and Bellingham Sq. in Chelsea, then via Broadway in Chelsea and Revere and on Revere St. to Revere Beach Station of Boston, Revere Beach and Lynn Railroad (located then at what is now Revere Beach Boulevard).

Route 3 – Chelsea, Woodlawn Cemetery. White car, every 5 to 15 minutes. Same as Route 1, but continuing beyond Webster Ave. carhouse on Washington Ave. to what is now Elm St., Everett at Woodlawn Cemetery. (L&B annual returns show this extension as summer-only).

Route 4 – Broadway, Chelsea. Red car, every 5 to 15 minutes. Same as Route 2 in both directions as far as Broadway at Eastern Ave., Chelsea, near border of Revere, but ending there.

In 1886, too late for inclusion in Clark's guide, the L&B opened a route from Chelsea to Everett Square via Everett Avenue in Chelsea and Chelsea Street in Everett. Between Ferry Street and Everett Square, this route used tracks of the Middlesex Railroad. Through service from Everett Square to Revere Beach was run at least in summers. In 1887, the L&B opened a branch from the main line to the Beachmont section of Revere via Winthrop Avenue.

The last new horsecar lines built by the L&B opened in 1888. One of these connected the outer ends of the two Revere Beach branches via Ocean Avenue between Beach Street and Revere Street. The other was the Lynn Highlands Circuit line. Starting from Central Square, cars on this line followed the former Lynn City route as far as Union Street at Ireson (now Joyce) Street. From there, they followed Ireson, Rockaway, Hollingsworth, Herbert, High Rock, Rogers, and Essex Streets to Market Street, where they joined the L&B main line to return to Central Square.

At the end of 1888, the Lynn and Boston reported owning a total of 48.8446 track-miles, excluding yards and side tracks. Starting in 1889, all new lines opened by the L&B were electrified from the beginning. Electrification of the company's horsecar lines began in 1890, and the final 1.7 miles of horse-only track were electrified in 1897. The L&B had taken over two other horsecar systems in 1893. Their stories are presented below.

On July 23, 1901, the Lynn and Boston Railroad was renamed the Boston and Northern Street Railway. Under that name, it was consolidated with several other former horse railroad lines with which it connected only through lines that were built as electric lines. The Boston and Northern was controlled by Massachusetts Electric Companies, which also consolidated a large number of street railways south of Boston as the Old Colony Street Railway. On July 1, 1911, the Old Colony Street Railway was merged into the Boston & Northern, which was renamed the

Bay State Street Railway on August 8. This company was succeeded in June 1919 by the Eastern Massachusetts Street Railway Company.

East Middlesex Street Railway

The East Middlesex Street Railway originated with the chartering on February 8, 1860, of the Stoneham Street Railroad Company. This was the first charter approved by the Massachusetts legislature for a horse railroad not intended to serve Boston either directly or over the line of another horse railroad. It was also the first company chartered in the Commonwealth with a name identifying it as a street railroad as opposed to simply a railroad.

The named incorporators were John Hill, Lyman Dike, and Augustus Barrett. They were authorized to build and operate a horse railroad between Stoneham and Melrose by a route to be approved by the selectmen of those towns. Stoneham did not yet have a steam railroad, but Melrose had a station on the Boston and Maine Railroad called Stoneham (now Melrose Highlands). Capital stock was limited to \$50,000 in shares of \$100. The charter was to be void unless the railroad were constructed at least from the post office in Stoneham to the Boston and Maine station in Melrose within one year.

The annual report of the Stoneham Street Railroad for fiscal 1860 showed that the line was under construction but not yet running. When finished, the length of the line was to be 2½ miles, all single track. The 1861 return showed that the line was in operation and had been run under a lease starting April 1 that year, but the lessee was not identified. The length of the Stoneham Street Railroad was unchanged for the next quarter century. From 1869 through 1876 it was run under lease by Benjamin Hibbard, a former lessee of the Cliftondale Railroad.

Maps in the F. W. Beers atlas of Middlesex County published in 1875 show the Stoneham Street Railroad starting at what is now the corner of Main and Union Streets, running south on Main Street and east on Franklin Street to the border of Melrose, and continuing east on Franklin Street to the Boston and Maine station at Melrose Highlands, as planned.

The Stoneham Street Railroad did not have a monopoly on passenger transportation in Stoneham for long. In 1863, the Stoneham Branch Railroad completed construction of a steam railroad line from the center of Stoneham to a connection in Woburn with the Boston and Lowell Railroad, which leased it.

The Stoneham Street Railroad was renamed the East Middlesex Street Railway in 1887, and a greatly expanded network of lines went into operation on August 27 that year. One line started at Woburn Common, used tracks of the North Woburn Street Railway on Main Street to Salem Street, then diverged over Salem, Pine, Orange, and Central Streets and Montvale Avenue to Main Street in Stoneham, where it met the original route of the Stoneham Street Railroad. From there, it incorporated the part of that line on Franklin Street to the Melrose Highlands Station but continued on Franklin, Green, and Main Streets in Melrose and on Main and Ferry Streets to Walnut Street in Malden. At Walnut Street, it made an end-to-end connection with a newly built line of the Boston Consolidated Street Railway on Ferry Street.

The second new line of the East Middlesex used tracks of the Boston Consolidated from the Boston and Maine Railroad Malden Station to Main Street, then followed Salem, Beach, and Lawrence Streets, and the present Lynn Street in Malden; Salem Street in Revere; and Lincoln Avenue in Saugus, to a connection with the Lynn and Boston Railroad at Cliftondale Square.

The third new line diverged from the second line at Lawrence and Beach Streets and continued on Beach Street and on what are now Washington Avenue and Malden Street in

Revere to Broadway. From there, cars continued on the Lynn and Boston Railroad's branch on Revere Street to the beach.

With all these new lines, the East Middlesex reported owning 14.916 miles of track at the end of 1887. The reported total increased slightly, to 15.12 in 1888 and to 15.79 in 1891, but the description of the routes operated did not change. The East Middlesex began electrifying its lines in 1892. Effective May 1, 1893, the Lynn and Boston leased the East Middlesex. Further progress of electrification was not reported separately from that of the rest of the L&B system.

Naumkeag Street Railway

The largest horse railroad system taken over by the Lynn and Boston was that of the Naumkeag Street Railway, which was itself a combination of two smaller companies. The older of these was originally the Salem and South Danvers (S&SD) Railroad, chartered on March 1, 1861. (Until 1868, Peabody, which had separated from Danvers in 1855, was called South Danvers.) The first route of the S&SD opened on July 8, 1863. It ran from Washington and Essex Streets in downtown Salem via Essex, Boston, and Main Streets to South Danvers Square. A second S&SD route opened on October 29, 1863. It ran from Washington and Essex Streets via Essex, Webb, and Bridge Streets in Salem, and Cabot Street in Beverly to Elliott Street.

In 1864, the S&SD opened a third route. It ran from Washington and Essex Streets through Washington, Dodge, and Lafayette Streets to Clifton Avenue in South Salem. This was the last line built by the S&SD under its original name.

Effective April 13, 1869, the S&SD was renamed the Salem Street Railway. That same year, the company opened a new branch called the North Salem line on North Street from Essex Street to the border of Peabody.

On May 24, 1871, the franchise and property of the Salem Street Railway were seized for bad debts and sold on execution to James P. Robinson of New York. The directors continued managing the company until September 28, 1871, when it was leased to Robinson. By 1872, the Beverly route was described in the annual return as running via Pleasant Street rather than Webb Street. (The southern half of Pleasant Street is now called Washington Square East.)

Robinson ran the Salem Street Railway until March 1, 1875, when the lease was transferred to the newly formed Naumkeag Street Railway. In its annual return for 1876, the Naumkeag described the system as consisting of a route from Peabody Square to Beverly and a route from North Salem to South Salem.

The first expansion of the Salem system by the Naumkeag was made in 1877, in the form of a branch to Salem Willows from Essex Street via Webb Street and Fort Avenue. Cars were run as far as Pleasant Street on the older Salem Street Railway tracks, but the Naumkeag owned the new segment. Also in 1877, the Naumkeag reported that there were turntables at the ends of all its main lines and branches.

No further changes were reported until 1883, when the Naumkeag extended the Beverly route from Elliott Street to the Boston and Maine Railroad tracks at Gloucester Crossing on Cabot Street.

In 1884, the Naumkeag extended the South Salem route via Lafayette Street to a connection with the Lynn and Boston's new branch at Pleasant Street in Marblehead. The Naumkeag ran cars through to the L&B terminal at Pleasant and Washington Streets. In 1885, the Naumkeag

built an extension of this line via Washington and Franklin Streets to Front Street, and it was shared with the L&B.

Also in 1885, the Naumkeag extended the Peabody route west from Peabody Square via Lowell Street to Endicott Street.

On June 1, 1886, the Naumkeag bought the property and franchise of the Salem Street Railway after having run it under lease since 1875. Also in 1886, the Naumkeag opened a long extension of the Beverly line through North Beverly and Wenham to the Methodist camp-meeting grounds at Asbury Grove in Hamilton. This extension ran on Cabot, Dodge, and Enon Streets in Beverly, Main Street in Wenham, and Bay Road and Asbury Street in Hamilton. Asbury Grove had previously been served by a branch of the Eastern Railroad, with special trains that ran only on camp meeting days.

On April 19, 1887, the Naumkeag purchased the Salem and Danvers Street Railway, described separately below. The only subsequent horse railroad construction by the Naumkeag was an extension to that system.

The Naumkeag made its first experimental electrification of a horsecar line in 1889. In 1893, the Naumkeag was sold to the Lynn and Boston. In its final return, for 1892, the Naumkeag reported that it owned 33.36 miles of track, of which 20 miles were electrified. The L&B completed electrifying all Naumkeag lines by 1896.

Salem and Danvers Street Railway

The Salem and Danvers Street Railway commenced operating on June 28, 1884, on a route between the two communities in its name. Starting from the end of the Naumkeag Street Railway's North Salem branch on North Street, the new line followed Margin Street in Peabody and Water, High, and Maple Streets in Danvers to the Danvers Station on the Boston and Maine Railroad's Newburyport Branch. Cars were run through from downtown Salem to Danvers. On August 11, 1884, the Salem and Danvers opened an extension of this line via Maple and Locust Streets to Putnamville.

The Salem and Danvers completed its system in 1885 with two lines: one ran from Elm Street in Danvers to Peabody Square via Sylvan Street in Danvers and Andover and Central Streets in Peabody; the other line ran from High Street via Elm, Holten, and Centre Streets through Tapleyville and Danvers Centre approximately to the present location of Briarwood Drive in Danvers Highlands. Service was run through between Putnamville and Peabody Square. The final total length of track owned by the company was 9.027 miles.

In 1888, the year after it bought the Salem and Danvers, the Naumkeag made one addition to the former Salem and Danvers network. This was a branch on Maple Street in Danvers from Locust Street to Asylum Station on the B&M (former Eastern Railroad) line from Salem to Lawrence, west of the present Access Road.

North Woburn Street Railway

One other former horse railroad line was merged into the Lynn and Boston after being electrified. This was the North Woburn Street Railway, chartered March 26, 1866. When first opened on November 5, 1867, it had a single route, from the end of the Boston and Lowell Railroad's Woburn Branch at Woburn Center to North Woburn. In its annual return, the North Woburn described the length of its line as 2 miles, 5 furlongs, and 10 rods. It ran on Main Street from North Woburn to Woburn Common, which it looped around on Common and Pleasant

Streets. From October 1, 1869, to January 1, 1874, a David D. Hart ran the North Woburn under lease.

The North Woburn Street Railway made no further extensions until 1886, the year after the Boston and Lowell extended its Woburn Branch through North Woburn. The 1886 extension of the horse railroad took it south on Main Street in Woburn and Winchester, to Winchester Station on the Boston and Lowell Main Line.

A final extension of the North Woburn in 1888 continued it south on Main Street in Winchester and Winthrop Street in Medford to High Street, where it connected with the West End Street Railway's branch from Medford Square to West Medford. This brought the total length of track owned by the North Woburn to 7.34 miles.

The North Woburn Street Railway reported in 1896 that electrification of its line was in progress. In 1897 it reported that electrification was complete. On May 6, 1901, the North Woburn was merged into the Lynn & Boston Railroad.

CHAPTER 14

OTHER HORSE RAILROAD PREDECESSORS OF THE BOSTON AND NORTHERN STREET RAILWAY SYSTEM

The lines of the Lynn & Boston Railroad, the Naumkeag, the East Middlesex, and the North Woburn, described above, formed an interconnected network of horse railroad lines before they all became part of the L&B system. The L&B, after it was renamed the Boston and Northern, also acquired several street railway companies in the Merrimack River Valley and on Cape Ann that started as horse railroads. However, it was connected to these only by lines that were electrified from the time they opened. The histories of these companies are summarized below.

Lowell Horse Railroad Company

The Lowell Horse Railroad Company (LHRR) was chartered by an act of the legislature approved on April 23, 1863. This was one of the first horse railroads chartered in Massachusetts with a location not in Boston or vicinity. The charter permitted the company to build single- or double-track horse railroad lines over routes within the city of Lowell approved by the mayor and aldermen, but was not more specific. The named incorporators were Peter Lawson, Nicholas Mickel, and John A. Goodwin. Capital stock was limited to \$100,000 in shares of 50 dollars.

The annual return for the company for 1863 described it as still under construction. The 1864 report said service began on March 1, 1864. It was described as 14,224 feet (2.69 miles) of single track and one single-track branch of 577 feet, but the form of the return at the time did not require more specific route descriptions. In 1867, the main line length increased to 3.09 miles, and the branch length to 0.73 miles. Starting in 1868, the form of the annual return no longer distinguished main lines from branches, and the total was reported as 3.81 miles.

This was still the total mileage reported in 1871, when the annual return began requiring more detailed descriptions of horse railroad lines. That year, the LHRR described its system as Belvidere to Pawtucket Falls, 1.824 miles; Post Office to Bleachery, 1.263 miles; and Middlesex Street, 0.728 miles.

A Lowell city map in the Stedman, Brown and Lyon Massachusetts State Atlas, published in 1871, includes locations of horse railroad tracks. Belvidere is the part of Lowell east of the Concord River and north of Rogers Street. The map shows the Pawtucket Falls line beginning at the corner of Andover and Nesmith Streets at what is now called Kittredge Park, and running on Nesmith, East Merrimack, Merrimack, and Pawtucket Streets to School Street near Pawtucket Falls. The Bleachery line is shown as running from a connection with the Belvidere line at Merrimack and Central Streets via Central Street to its southerly connection with Gorham Street and on Gorham to Moore Street near the Lowell Machinery and Dye Works complex. The Middlesex Street branch is shown as running on that street from Central Street to the east end of Branch Street at what is now Washington Park.

The annual returns of the LHRR showed the same mileage as listed above through 1873. In 1874, the total increased to 4.874. The Belvidere and Bleachery routes still had the same reported mileage as in 1871, but the Middlesex Street route was described as Middlesex and Branch Streets, with a length of 1.053 miles. The extension ended on Branch Street at Loring Street.

A new line to Centralville had a reported length of 0.734 miles. Centralville is the section of Lowell on the north side of the Merrimack River and east of Beaver Brook. In 1874, the only

route to Centralville from downtown Lowell was via Bridge Street. The horsecar line diverged from the Belvidere line at Merrimack and Bridge Streets. The reported length took the line about to Bridge Street at Tenth Street.

The length of track reported by the LHRR was unchanged from 1874 through 1878. In 1878 it dropped slightly, to 4.611 miles, as a result of the Bleachery line having been shortened to 1.0 mile. This reflected a rerouting via Gorham Street between both of its intersections with Central Street and abandonment of the bypassed Central Street segment.

The next reported change in mileage was in 1882, when the total increased to 5.111 miles. In the route descriptions, Middlesex and Branch Streets changed to Middlesex, Westford, and Branch Streets. The new line ran from the Branch Street route via Loring and Westford Streets to Stevens Street. In 1884, the reported mileage increased to 5.787. In the route descriptions, the length of the Centralville line was increased to 1.0 mile. News reports said it was extended to slightly beyond Thirteenth Street. The Bleachery line was extended 0.4 miles to the burial grounds, identified in the news as Edson Cemetery, but the reported increased length would have taken it only as far as Saint Patrick's cemetery then.

In 1886, the reported mileage increased to 6.396. Most of this was attributable to a new branch described as Loring Street to W. E. Livingston's, with a length of 0.551 miles. This was an extension of the Branch Street line via Branch and Middlesex Streets to just past Livingston Avenue. At about the same time, the Westford Street line was extended to Belmont Street. (William E. Livingston was the president of the Lowell Horse Railroad. He was also the Lowell agent for the Franklin Coal Company of Delaware, and he owned a large estate on Livingston Avenue.)

In 1887, the LHRR reported a total of 10.998 track miles, or an increase of 4.602 from 1886. The descriptions of individual routes indicate a significant amount of overlapping. The longest route was described as Mason Street to Fort Hill Park, 5.58 miles. The east end of the route was an extension of the Belvidere line, from Andover Street via Nesmith and Rogers Streets to Boylston Street at what is now Shedd Park. Mason Street, now part of Shaw Street, was on a partly completed branch off the Westford Street line on School Street.

In the 1887 list, the Belvidere-Pawtucket Falls route was shown as extending west on Pawtucket Street to Walker Street. A Thorndike Street line was described as 1.25 miles in length, but Thorndike Street alone from Middlesex Street to Gorham Street was only half that long. The Centralville Branch was listed as extending to Nineteenth St. The former Bleachery line was shown as extending to the Edson Cemetery. A Lowell city map in the 1891 edition of the Walker Massachusetts Atlas shows the track ending on Gorham Street at Saratoga Street. Another new line that opened in 1887 ran from Gorham Street via Appleton, Chelmsford, and Westford Streets to Loring Street, where it joined the older line on Westford Street and continued on that line and its extension to Belmont Street. This allowed the track on Loring Street between Branch and Westford Streets to be abandoned.

The last significant increase in track-miles reported by the LHRR before the start of electrification was in 1888, when the total increased to 12.309 miles. This was accompanied by a change in through-routing patterns in the system description that make it difficult to identify where the additional track was located. A route described as Walker Street to Livingston Street may have included the Pawtucket Falls route from Walker Street to Central Street, but instead of continuing to Belvidere, looping back on the Middlesex and Branch Street route to Livingston Street.

A line described as Broadway and Walker from Pawtucket Street to Prescott Street consisted of new tracks from Pawtucket Street on Broadway and Fletcher Street to Dutton Street, combined with older tracks on Dutton and East Merrimack Streets to Prescott Street. A variation of this line ran on Walker Street between Pawtucket Street and Broadway.

A line described as Fletcher, Thorndike and Dutton Streets may have referred to a track shown on the 1891 map as running the length of Fletcher Street from Pawtucket Street to Thorndike Street at Dutton Street.

The Centralville line in 1888 was through-routed with the old Bleachery line on a route called Nineteenth Street to Edson Cemetery. The Fort Hill Park line was still through-routed with the Westford Street line, but it ran to Belmont Street instead of Mason Street. A route from Plain Street to Westford Street was a further extension of the Mason Street branch. If built as described in the 1887 location petition, it ran from Westford Street via School, Mason, and Powell Streets to Chelmsford Street at Plain Street.

Track-miles reported by the LHRR increased slightly in 1889, to 12.529, but the route descriptions from then on were much less detailed than before. There was no further increase in mileage before May 1, 1891, when the Lowell Horse Railroad merged with the Lowell and Dracut Street Railway, forming the Lowell and Suburban Street Railway. The new company reported that it had begun electrifying its lines that year. In 1893 it was reported as entirely electrified.

Lowell and Dracut Street Railway

The Lowell and Dracut Street Railway (L&D) had a much briefer existence than the LHRR before they merged. The L&D was organized in April 1886. This company's first annual return was filed for the year ending September 30, 1886, when it reported that its lines were still under construction and not yet in operation.

In 1887, the L&D reported 8.172 miles of owned track in service. The main line ran from what is now Lakeview Avenue at Pleasant Street in the Navy Yard neighborhood of Dracut to Merrimack Street in Lowell; the route was via Lakeview Avenue and River Street (now also part of Lakeview) to Bridge Street, then parallel with track of the Lowell Horse Railroad Centralville Branch across the bridge into downtown Lowell. (There was never an actual Navy yard in Dracut. According to local lore, a sawmill that was once located on Beaver Brook produced ship knees, a form of bracing used in wooden boat building. The knees stockpiled outside the mill gave the area the look of a Navy yard.)

A L&D route identified as Aiken Street Bridge branched from the Navy Yard route at Lakeview Avenue and River Street and followed Aiken, Hall, and Cabot Streets to Merrimack Street. The L&D built a track in addition to that of the LHRR on Merrimack Street to Bridge Street, where it rejoined the Navy Yard line. The L&D also operated over tracks of the LHRR from Pawtucket Falls via Pawtucket and Merrimack Streets to Cabot Street.

A route identified as Cemetery to Bridge Street started on Lawrence Street just east of the Concord River near the Lowell Cemetery and followed Lawrence and Church Streets to Central Street, continuing on a track separate from that of the LHRR to Bridge Street. A branch of this line serving Fort Hill Park started on Rogers Street east of Park Avenue and remained on Rogers Street to Lawrence Street. A short spur ran from Lawrence Street on Moore Street to South Whipple Street, apparently to a carhouse.

In 1887, the L&D also had two lines constructed but not yet in operation from Rogers Street to East Merrimack Street on High Street and on Concord and Fayette Streets. Service on these lines was to continue on a track parallel with that of the LHRR to Bridge Street.

The L&D was initially a competitor of the LHRR. However, in November 1887, the superintendent of the LHRR was made superintendent of both companies.

The L&D return for 1888 showed only a slight increase in mileage owned, to 8.314, but provided more details on car routings. News reports say the company had recently completed an extension across the Pawtucket Falls Bridge and along Mammoth Road though Pawtucketville to the border of Dracut.

Through routes included Navy Yard to Cemetery, and Fort Hill Park to Pawtucketville. Shorter routes included Fort Hill Park to Middlesex Street via Fayette Street (probably returning via High Street), Fort Hill Park to Lawrence Street, and River Street to Merrimack Street via Aiken Street Bridge. The L&D also reported using tracks of the LHRR from Cabot Street to High Street (on Merrimack and East Merrimack); from River Street to Merrimack Street (via Bridge Street); and from Merrimack Street to Jackson Street (presumably via Central and Prescott Streets).

On most segments where the L&D reported using tracks of the LHRR, the LHRR reported running its cars over tracks of the L&D, because there were two tracks used by both companies but with one owned by each.

The first year of service on the L&D, 1887, was the same year that a practical system for electric operation of street railways was demonstrated in Richmond, Virginia. In its annual return for 1889, the L&D reported that it was beginning to electrify its lines. Total mileage reported by the L&D that year increased to 12.738. The increase was accounted for by an extension of the Navy Yard Line via Lakeview Avenue through the Collinsville section of Dracut to Nashua Road; it continued on Nashua Road and over a private right-of-way (now Stewart Street) to Willow Dale Park on the shore of Mascuppick Lake in Tyngsborough. This extension was built as an electric line, and part of the Navy Yard line was electrified at the same time. According to *Dracut Revisited* by Rebecca Duda, published in 2012, Willow Dale Park was established by Jonathan Bowers in 1867 and covered 140 acres. At about the same time the trolley line opened, the L&D began developing Lake View Park, a separate amusement area with all the attractions typically found in trolley parks. Willow Dale Park was mostly a grove.

The Lowell & Dracut built no further extensions before merging with the Lowell Horse Railroad on May 1, 1891, to form the Lowell & Suburban Street Railway. The LHRR had not begun to electrify before the merger, but in its annual report for 1892, the L&S reported that the system was fully electrified, with 37.917 miles of track.

The Lowell & Suburban Street Railway was merged into the Lowell, Lawrence & Haverhill Street Railway on November 21, 1900. This company was consolidated on May 6, 1901 with the Lynn & Boston Railroad.

Merrimack Valley Horse Railroad Company

The Merrimack Valley Horse Railroad Company was chartered by an act of the legislature approved on April 29, 1863. The company was authorized to build and operate horse railroad lines in the city of Lawrence and the towns of Andover, North Andover, and Methuen. The named incorporators were William H. P. Wright, George D. Cabot, and William R. Spaulding. Capital stock was limited to \$100,000 in shares of \$100 each.

The original charter required that the company construct its line within two years, but the legislature approved extensions of the deadline in 1863 and 1867. The company directors filed their first annual return in 1868. They reported that the company owned 25,778 feet of track, equal to 4.88 miles, but did not provide further details. The same length was reported through 1870. Starting in 1871, the length was reported as five miles, and the line was described as running from Methuen through Lawrence to North Andover.

The 1891 Walker Atlas of Massachusetts shows the main line of the MVHRR starting near Broadway and Pleasant Street in Methuen and following Broadway south into Lawrence as far as Essex Street. It then continued east on Essex Street and south on Union Street, crossing the Merrimack River into South Lawrence. It then turned east again, following Merrimack Street into North Andover, and continuing on Sutton, Main, and Water Streets to the end of the line at High Street.

The first change in the mileage reported by the MVHRR was in 1876, when the total increased to 5.8 miles. The route description showed that the new line was in South Lawrence, but it did not specify which part of the line that later served that section of the city this included.

The reported mileage total did not change again until 1887, when it increased to 7.55 miles. The description showed that in addition to the main line between Methuen and North Andover, there was a loop line through South Lawrence. It diverged from the main line at Merrimack and Union Streets, running south on Union, west on Andover, and north on South Broadway, crossing the river and continuing north on Broadway back to the main line at Essex Street. The leg on Broadway and South Broadway seems the most likely for the original South Lawrence branch, as it had a length of about 0.8 miles and would have connected the Boston and Maine Railroad station in South Lawrence with downtown Lawrence.

Two other new branches appeared in the 1887 report. One ran from Essex Street north on Newbury, East Haverhill, and Berkeley Streets to Jackson Street. The other ran from Union Street down Canal Street to a paper mill on the west side of the Spicket River. (Part of Canal Street has now been relocated.)

In 1889, the mileage reported by the MVHRR increased to 9.48. The description showed three new branches in Lawrence. One was an extension of the line on Berkeley Street from Jackson Street to Knox Street. The second was a line on Lawrence Street north from Essex Street to Arlington Street, almost at the border of Methuen. The third was a line on Water Street from Broadway west along the north side of the Merrimack to Doyle Street. The 1890 report showed an increase of about one third of a mile, but it was not clear where this was.

The 1891 report showed an increase to 13.5 miles but also stated that the company lines were all electrified. Presumably, all extensions after 1890 were electric lines from the start.

On March 31, 1893, the Merrimack Valley Horse Railroad was sold to the Lowell, Lawrence, and Haverhill Street Railway. The latter was a recently formed company that did not originate any horse railroad lines.

Haverhill and Groveland Street Railway

The first annual return filed by the Haverhill and Groveland Street Railway was for fiscal year 1877. That year, the company reported owning 3.12 miles of track, described as running from the Boston and Maine Railroad depot in Haverhill to the adjoining town of Groveland. A map of Haverhill in the 1884 Walker atlas of Essex County shows the line starting on Washington Street at Railroad Square and following Washington, Merrimack, and Water Streets



Figure 23. Some Horse Railroad Predecessors of the Boston and Northern Street Railway

TOP LEFT: Merrimack Valley Horse Railroad car 102 in Lawrence, c. 1875. TOP RIGHT: Lowell, Lawrence and Haverhill Street Railway car No. 27 braving the snow on the former Haverhill and Groveland line to Bradford. BOTTOM LEFT: Horsecar No. 12 on Merrimack Street at Central Street in downtown Lowell. The building in the background remains today. BOTTOM RIGHT: Haverhill and Groveland Street Railway car on Washington Street at Jackson Street in Haverhill. The church behind it remains, in altered condition.

but does not show the remainder of the route. The 1891 Walker atlas of Massachusetts shows the route continuing from Water Street on Lincoln Avenue to the Groveland Bridge across the Merrimack River. According to *Remembering Haverhill: Stories from the Merrimack Valley* by Charles W. Turner, from Arcadia Publishing, 2008, the first bridge on the approximate location of the present-day Bates Bridge was completed in 1872, replacing a ferry that ran only twice a day. One span of this bridge collapsed in 1881 but was replaced.

The mileage reported in 1877 would have taken the H&G only a short distance beyond the Groveland side of the bridge. This figure did not change until 1885, when it increased to 4.357, but with no description provided. In 1886, the total jumped to 12.558 miles. The return that year described the lines of the company as running from Haverhill to West Newbury, Haverhill to Bradford, and to “different parts of Haverhill.” The same mileage was reported through 1889, with a slight increase to 12.561 in 1890 and a further increase to 13.486 in 1891.

The 1891 atlas shows the West Newbury route as an extension of the Groveland route, following Main Street in both towns to Bridge Street in West Newbury. The Bradford route is shown as branching from the Groveland route at Merrimack and Main Streets in Haverhill, running on Main to a bridge across the Merrimack on the approximate line of the present Basiliere Bridge, and continuing on South Main Street to Salem Street.

The other lines shown in Haverhill in 1891 include a route north on Main Street from Merrimack Street about to where I-495 now crosses, with a stable at the corner of Sheridan Street; a route on River Street to an industrial area just west of Swain Street; and a route west on Washington Street to a school between Ayer and Beach Streets.

On May 31, 1893, the Haverhill and Groveland was sold, along with the Merrimack Valley Horse Railroad, to the newly formed Lowell, Lawrence and Haverhill Street Railway. The new company began immediate electrification of the lines of the Haverhill and Groveland, as well as connecting it with a new electric line. The Merrimack Valley had already electrified its lines. In 1894, the LL&H reported only 5.835 miles still operated with horsecars. This total dropped to 3.45 in 1896, and in 1897 the LL&H reported that all its lines were electrified.

On May 6, 1901, the Lowell, Lawrence and Haverhill Street Railway was one of the many companies consolidated with the Lynn and Boston Railroad.

Gloucester Street Railway

The Gloucester Street Railway had a relatively short existence as a horse railroad, but it became the nucleus of the easternmost group of electric railway lines acquired by the Lynn and Boston Railroad. The first annual return of the Gloucester Street Railway as a horse railroad was for the year ending September 30, 1886. It reported that cars had begun running on June 12 that year and that the company had 3.72 miles of track, all in Gloucester, but the return did not describe the locations of the routes. The reported mileage increased slightly, to 4.14 miles in 1887 and to 5.03 miles in 1889, again with no further details.

The same mileage was reported in 1890, when the company noted that it had begun trial operation of electric cars but did not yet have any in revenue service. A map of Gloucester in the 1891 edition of the Walker Atlas of Massachusetts shows the locations of lines of the Gloucester Street Railway, and the approximate lengths of those lines can be measured using present-day mapping tools. The lines radiated from the Boston and Maine Railroad station on Washington Street (today the location of the MBTA commuter rail station). From there, one line followed Washington, Middle, Angle, Main, and East Main Streets, Bass Avenue, Sayward Street and East Main Street again, then Rocky Neck Avenue to Terrace Lane in the Rocky Neck section of the city. This was a distance of 3.3 miles. A second line, possibly used as part of a one-way loop, ran from Washington Street via Railroad Avenue and Prospect and Pleasant Streets to the Rocky Neck route at Main Street, a distance of 0.7 miles.

The combined length of the lines described above would account for 4.0 miles of the reported total. The 1891 map also shows a line running north from the railroad station on Washington Street all the way to Leonard Street at Annisquam, a distance of 3.6 miles. Since this makes a total of 7.6 versus the maximum horse railroad mileage of 5.03 reported by the company, some of these lines were electrified from the time they opened.

In 1891, the Gloucester Street Railway reported that it operated 8.13 miles of line, and that its system was fully electrified. This company never built any lines outside the City of Gloucester.

On April 28, 1895, a separate company, the Gloucester and Rockport Street Railway, began operating a 1.28-mile electric line, also entirely within Gloucester, from the Rocky Neck line on Bass Avenue, from Sayward Street to Nautilus Road, then on an old road along what is now Good Harbor Beach to Brier Neck. This company ran its cars over 3.72 miles of track of the Gloucester Street Railway. Several of the officers and directors of the two companies were the

same. In 1896 the Gloucester Street Railway began operating the Gloucester and Rockport under lease.

Two other street railway companies that became part of the Gloucester Division of the Boston and Northern Street Railway but never operated horsecars are discussed below.

Gloucester, Essex and Beverly Street Railway (electric)

The Gloucester Street Railway never connected directly with lines of any other horse railroads. Connections to points outside Gloucester were provided only via the Boston and Maine Railroad. On August 21, 1895, the Gloucester, Essex and Beverly Street Railway began service on an electrified route between Beverly and Gloucester through Wenham, Hamilton, and Essex. Its southern terminal at Ellis Square, Beverly, allowed connections to be made with what had originally been a horsecar line but was by then part of an electrified line of the Lynn and Boston Railroad.

The Gloucester, Essex and Beverly followed the present state Route 22 from Beverly to the center of Essex, and the present state Route 133 from there to a connection with the Gloucester Street Railway at Washington and Main Streets in Gloucester. In June 1896, the Gloucester, Essex and Beverly opened a line from Hamilton to Ipswich. This line left the Gloucester route at the Junction of Essex and Sagamore Streets in Hamilton and followed Sagamore Street and Candlewood Road to Route 133 in Ipswich, on which it continued to Market Street in downtown Ipswich.

Rockport Street Railway (electric)

The final company forming part of what would become the Gloucester Division of the Boston and Northern Street Railway was the Rockport Street Railway. This company began operating on July 3, 1896, on 7.4 miles of electrified line in Rockport and Gloucester. Together with lines of the Gloucester Street Railway and the Gloucester and Rockport Street Railway, it formed what became known as the Around the Cape loop. It mostly followed present State Route 127, which runs up the west side of Gloucester on Washington Street through Annisquam and Lanesville and returns via Eastern Avenue. A smaller side loop on Broadway and Main Street ran to the downtown Rockport waterfront.

A series of transactions in 1900 consolidated all the street railway lines serving Gloucester. On January 18, the Rockport Street Railway and the Gloucester, Essex and Beverly were merged with the Gloucester Street Railway under the name of the latter. Then on March 3, the Gloucester Street Railway merged with the Lynn and Boston, which assumed the lease of the Gloucester and Rockport. As noted previously, the Lynn and Boston was renamed the Boston and Northern Street Railway on July 23, 1901.

CHAPTER 15

HORSE RAILROAD PREDECESSORS OF THE OLD COLONY STREET RAILWAY SYSTEM

The Old Colony Street Railway was the company into which were consolidated the street railway lines south of Boston that later became part of the Bay State Street Railway and then the Eastern Massachusetts Street Railway. These originated as horse railroad lines to a much smaller extent than did the street railway lines north of Boston that were consolidated as the Boston and Northern Street Railway. The histories of the horse railroad components of the Old Colony Street Railway are summarized below.

Brockton Street Railway

The history of the Brockton Street Railway was related by Carlton Tucker in Transportation Bulletin No. 63 of the Connecticut Valley Chapter of the National Railway Historical Society published in 1960. That publication and annual reports of the Massachusetts Board of Railroad Commissioners are the main sources of information in this section.

The Brockton Street Railway was organized on December 28, 1880. Tucker says it succeeded the Pendar and Rogers coach line on Main Street in Brockton. The street railway opened its first horsecar line on July 6, 1881. It ran from Main Street at Clifton Avenue in Brockton north on Main Street and North Main Street for 3.75 miles to a point near Frankton Avenue.

In 1884, the original route was extended at both ends. The south end was lengthened along Main Street to what was then the border of Brockton and West Bridgewater, near Brookside Avenue. The north end was extended on North Main Street to the border of East Stoughton (Avon) and on West Main and Main Streets in that town to the border of Randolph. This increased the total length to 6.05 miles.

In 1885, the Brockton Street Railway opened a second route. It ran from Belmont Street at West Street in Brockton east on Belmont Street to Main Street. Cars continued north on the original line on Main Street to School Street. From there, they proceeded east on School and Lincoln Streets, north on Montello Street and west on Centre Street back to Main Street. Rejoining the older route briefly, the cars continued north on Main Street to Pleasant Street and west on Pleasant Street to West Street. This increased the reported total length of track to 10.566 miles, including 1.6 miles of second track on Belmont Street.

There was no further change in mileage until 1890, when the reported total increased to 12.755. However, this was a result of adding a second track on Main Street from the south end of the line to Pleasant Street.

The 1891 return showed a further increase to 16.477 miles. The route description included an extension of the main line from the border of Avon and Randolph via South Main and North Main Streets to West Corners (North Main Street near Chestnut Street). Tucker says that the Brockton Street Railway electrified its entire main line in 1891 and the line from Belmont Street to Pleasant Street in 1892. However, the 1891 return, which covers a fiscal year ending September 30, has no mention of expenses for electrification or of electric rolling stock. This suggests that the extension into Randolph was run at least briefly with horsecars.

The 1892 return showed that the Brockton Street Railway was still operating three miles of track (presumably part of the Belmont Street–Pleasant Street line) with horsecars. The 1893 return showed the system as entirely electrified.

The Massachusetts Electric Companies, which gained control of the Brockton Street Railway, used the latter as the company into which it consolidated 36 other street railway companies south of Boston by 1901. On February 4 that year, the Brockton Street Railway was renamed the Old Colony Street Railway. The lines of most of the merged companies were electrified from the time they were built, but there were also a few former horsecar lines, discussed below.

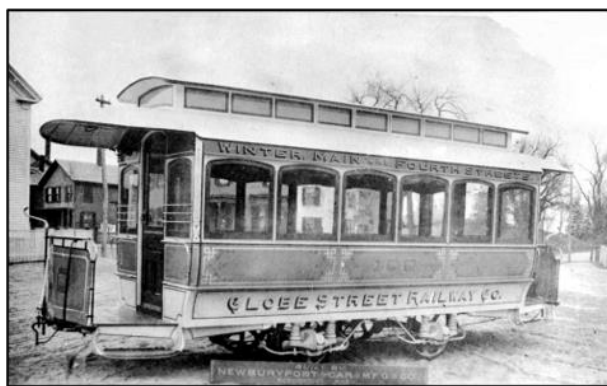


Figure 24. Some Horse Railroad Predecessors of the Old Colony Street Railway

TOP: The Brockton Street Railway formed much of what later became the Old Colony Street Railway. This eight-bench open car is pictured at a BSR carbarn. BOTTON LEFT: Taunton Street Railway was the oldest of the Old Colony predecessors. Shown here is a horsecar of uncertain vintage, probably in the 1870s. BOTTOM RIGHT: The Globe Street Railway began service in 1880. Car No. 100 is shown in a builder's photo from the Newburyport Car Manufacturing Company of Newburyport, Massachusetts.

Quincy Street Railway

The Quincy Street Railway opened a horsecar line from the Old Colony (steam) Railroad's Quincy Center station to Quincy Point at the Weymouth Fore River via Washington Street on July 4, 1888. Three weeks later, the same company opened a horsecar line from Quincy Center to the Old Colony's West Quincy Station via Hancock, School, Franklin, Water, and Copeland Streets. Both lines were originally intended to serve as feeders to the steam railroad, for which tickets were available from the street railway.

The Quincy Street Railway was run independently until May 1, 1889, after which the Quincy and Boston Street Railway ran it under lease. The Quincy and Boston had just completed an

electric line between Quincy Center and the Neponset River via Hancock Street. An unsuccessful horsecar line, the Quincy Railroad, had served the same route from 1862 to 1867.

The Quincy and Boston maintained horsecar service on both lines of the Quincy Street Railway until November 1, 1890, when electric service was inaugurated on both. The Q&B bought the Quincy Street Railway in July 1895. The Q&B was merged into the Brockton Street Railway on July 18, 1900.

Hull Street Railway

The Hull Street Railway opened a horsecar line between the Nantasket steamboat landing and the Black Rocks House in Hull on July 3, 1891. The Black Rocks House was located at the eastern end of a narrow peninsula extending from the base of Hull toward Cohasset. The car line ran on Nantasket Avenue and Atlantic Avenue. It was electrified in 1893.

On March 1, 1898, the Hull Street Railway was sold to the Hingham Street Railway, which had opened a network of electric lines in Hingham, Hull, and Weymouth in 1896. In 1899, the Hingham Street Railway merged with five other street railways as the South Shore and Boston Street Railway. This company was merged into the Brockton Street Railway in 1900.

Taunton Street Railway

The Taunton Street Railway was the oldest of the horse railroad predecessors of the Old Colony Street Railway. The history of the Taunton Street Railway was related by Carlton Tucker in Transportation Bulletin No. 68 of the Connecticut Valley Chapter of the National Railway Historical Society, published in 1963. That publication and annual reports of the Massachusetts Board of Railroad Commissioners are the main sources of information in this section.

The Taunton Street Railway was organized on May 25, 1871. Tucker says that Taunton had previously had horse-drawn omnibuses. The street railway opened its first route on September 23, 1871, connecting the Whittenton neighborhood of Taunton with the Taunton Green at Main and Weir Streets. Tucker describes it as starting north from the Green on Broadway and continuing on Bay Street to Whittenton Street. From there, the line made a long loop on Whittenton, Warren, and West Britannia Streets back to Bay Street. Cars ran around the loop clockwise and counter-clockwise on alternate trips.

On November 9, 1871, the company completed an extension from Taunton Green to the Weir neighborhood. Through service was then run between this line and the Whittenton line. Tucker does not describe the Weir route, but a map in Bulletin 68 showing the system at its greatest extent indicates that it followed Weir Street from the Green about as far as the railroad crossing north of Weir Avenue.

The Taunton Street Railway's 1872 return showed a total of 4.09 track-miles. The same total was reported every year through 1886, but in 1887 it increased to 7.0 miles. Tucker explains this as consisting of two new routes. One ran from Taunton City Hall (near the Green) via Main and Winthrop Streets to Highland Street. The other new line ran from the Green via Cohannet, High, and Oak Streets and Agricultural (now Kilmer) Avenue to the Bristol County Fair Grounds. It also served Central Station on the Old Colony Railroad via a short spur off High Street. (Because of redevelopment, the section of High Street in this route no longer exists.)

In 1888, mileage increased slightly, to 7.3895. Tucker says this was an extension on Bay Street, from Whittenton to a bridge on the Old Colony Railroad Whittenton Branch. An increase to 8.0935 miles in 1889 is described by Tucker as a connection between the ends of the Fair

Grounds line and the Winthrop line via Highland Street, allowing the two lines to be run as a loop. This included a segment within the Fair Grounds, on what are now an extension of Kilmer Avenue and Smith Avenue.

A final increase in mileage in 1892, to 8.289, is not mentioned by Tucker. The Taunton Street railway began electrifying its system in 1893. By the end of that September, only 1.136 miles still used horse power, and by the time of the 1894 return, the entire system was electrified.

On October 12, 1900, the Taunton Street Railway was merged into the Globe Street Railway, another former horse railroad discussed below. The Globe Street Railway was merged into the Brockton Street Railway on January 19, 1901.

Globe Street Railway

Between 1880 and 1890, the Globe Street Railway built a network of horse railroad lines entirely within the city of Fall River. The company was named for one of the first neighborhoods it served.

The first annual return of the Globe Street Railway was for the year 1880. It described the company as having one route, extending from Flint Village to Ferry Lane (now Brightman Street) and reported a total of 5.0 track-miles, but it gave no other details about the routing. Ferry Lane does not appear on present-day maps of Fall River.

The annual return for 1881 showed an increase in mileage to 7.457, and also showed two routes. One was described as Mason Street to Forest Hill Gardens via Pleasant and North Main Streets. The intersection of Mason and Pleasant Streets is in the Flint Village neighborhood. Forest Hill Gardens was an amusement area, shown on an 1883 Walker map of Fall River on North Main Street at Baldwin Avenue (now Baldwin Street). Because of highway construction, Pleasant and North Main Streets no longer connect, but when they did, the distance from Mason Street to Baldwin Avenue would have been about 4.3 miles. The 1883 map shows the tracks extending slightly north of Baldwin Avenue. Ferry Lane was an intermediate point on this route.

The second Globe Street Railway route described in the 1881 return was City Hall to Slade schoolhouse via South Main, East Main, East Globe, and South Main Streets. Slade schoolhouse was at South Main and Slade Streets in Globe Village. The distance from City Hall to this schoolhouse would have been about 1.8 miles.

The two routes described above would account for only 6.1 route-miles, but the 1883 maps show several long passing tracks. The total mileage reported remained the same in 1882 and 1883, but the 1883 return added the information that there was a spur on Broadway to a carhouse. The 1891 map shows the carhouse as being only about 200 feet west of East Globe Street.

The 1884 return showed an increase in mileage to 9.475. The North Main Street route was shown as ending at Wilson Road, in the Steep Brook neighborhood, about 0.4 miles farther than Baldwin Street. A new route started at New Boston Road at Hanover Street and followed New Boston Road, Highland Avenue, and Winter and Franklin Streets to North Main Street. From there it shared the tracks of the older routes on North and South Main Streets to Rodman Street, continuing on Rodman, Fourth, and Lyon Streets and Eight Rod Way (Plymouth Avenue) to Stafford Road.

The 1885 return showed an increase to 10.045 miles. The only change in route description was that the old route previously described as starting at Mason and Pleasant Streets was

described as starting at Flint Village. This probably reflected the extension shown on the 1891 map from Mason Street on Pleasant to Eastern Avenue.

No change in mileage appeared in the 1886 return, although three new lines were shown as in progress. The 1887 return showed an increase to 13.127 miles. The route description included two new routes. One ran from City Hall to Stafford Mills via Bedford and Quarry Streets. This route was shown as complete but not yet in operation in the 1886 return. The Stafford Mills complex was at Quarry and Pleasant Streets.

The other new route reported in 1887 was described as starting at City Hall, sharing the Flint Village line for a short distance on Pleasant Street, then continuing on Fourth, Hartwell, and Rodman Streets to the corner of Warren Street. This route was under construction in 1886.

In addition to the two new routes, the 1887 return showed that the Globe Village route had been extended from Slade Street via South Main and Shove Streets to Shove Mills near Broad Street, almost at the Rhode Island state line. This extension was under construction in 1886. The 1887 return also showed the route to Stafford Road continuing on that road to East Globe Street.

The 1888 return showed an increase of 0.1 miles. This probably reflected a change in the description of the Stafford Road terminal from East Globe Street to a carhouse shown on the 1891 map as just south of Slade Street. (In 2018, this site was the parking lot for a shopping plaza.)

The 1889 return showed no change. The 1890 return showed an increase to 16.773 track-miles. The only change in the route description was that the route that formerly started at New Boston Road at Hanover Street was shown as starting at Orange Street. The 1891 map shows that this extension followed New Boston to Orange and continued on Orange (now Stetson) about to Prospect Street, near the west entrance to Oak Grove Cemetery. Most of the increase in mileage must have been in new second track.

The 1891 return had no change. The 1892 return showed a slight increase, to 16.895 miles, without further detail, but reported that electrification of the system was in progress. The 1893 return showed the entire system as electrified, with a total of 23.541 track-miles.

On April 30, 1898, the Fall River Street Railway, which originated as an electric railway, was merged into the Globe Street Railway. On January 19, 1901, the Globe was merged into the Brockton Street Railway.

CHAPTER 16

HORSE RAILROAD PREDECESSORS OF THE MASSACHUSETTS NORTHEASTERN STREET RAILWAY SYSTEM

Newburyport and Amesbury Horse Railroad

The history of the Massachusetts Northeastern Street Railway is presented in great detail in a five-volume series by O. R. Cummings, published between 1964 and 1968. This chapter summarizes the horse railroad components of that system, based on the Cummings history, annual returns from the companies to the Massachusetts railroad commissioners, and acts of the Massachusetts legislature.

The oldest of these companies was the Newburyport and Amesbury Horse Railroad Company, chartered by an act of the legislature approved February 29, 1864. Its purpose was to build a horsecar line between the two municipalities in its name, passing through what was then a part of Salisbury, on a route to be determined by the elected officials of the three communities. Capital stock was limited to \$120,000 in shares of \$100.

The Newburyport and Amesbury had great difficulty attracting investors, and consequently it did not open until July 1873. The annual returns of the company did not describe the initial route. Cummings says it began at Market Square in Newburyport (Merrimac Street at State Street) and followed Merrimac and Spofford Streets to the Merrimack River. It crossed the river on the old chain bridge to Deer Island and the old Essex-Merrimack Bridge into Salisbury. It then continued on Main Street (part of which has since been relocated) to Market Square in Amesbury (Main Street at Elm, High, and Market Streets). There was also a branch in Newburyport from Market Square via State, Middle, Federal, School, Lime, and Purchase Streets to Marlboro Street. The annual return for 1873 reported the total length of the N&A as 6.125 miles. Effective July 12, 1873, Enoch T. Northend leased the line for operation.

The reported length of the line increased slightly to 6.333 miles in 1874, again without detail. Mr. Northend continued operating the N&A as lessee until July 1883, when a new lease was awarded to Joseph M. Greenough, who immediately assigned it to E. P. Shaw.

The 1884 return shows an increase in the length of the line to 6.6 miles. Cummings explains this as an extension from Market Square in Newburyport, first along Liberty Street to a temporary carhouse at the corner of Pike Street, and then a further extension via Liberty and Fair Streets to property owned by Shaw on Commercial Wharf. Shaw gave up his lease of the N&A in 1886, after which it was run directly by the company itself.

The first significant increases in mileage owned by the N&A occurred in 1888, 1889, and 1890. Cummings describes the first extension as starting at Main and Merrimac Streets in Amesbury and following Merrimac Street, Pleasant Valley Road, and River Road to Merrimacport. From there, it continued on Broad Street to School Street. The line ended at Merrimac Square at School, East Main, and West Main Streets. Cummings gives the opening date as September 5, 1888. The N&A 1888 return shows an increase of 5.0 miles of main line, consistent with what the length of the Merrimac line would have been.

Cummings says that the second of the extensions ran from State and Middle Streets in Newburyport via State, Pleasant, Titcomb, Washington, Oliver, and High Streets to the present Storey Avenue, on which it continued to Low Street at Newburyport Plains. The total length

would have been about 2.5 miles, but the 1889 annual return shows an increase of only 1.1 miles, so most of this extension must have opened after September 30, 1889.

The third extension of 1889-90 was also the last one built by the Newburyport and Amesbury as a horsecar line. Cummings says it originally diverged from the Newburyport Plains line at State and Pleasant Streets and continued on State Street to High Street, then southeast on High Street to Marlboro Street near the Newbury town line. The total length was about 0.75 miles. It was completed about July 4, 1890, along High Road to Little's Lane in Newbury, an additional 0.75 miles.

The N&A return for 1890 shows a total length of 15.597 miles of track, which is consistent with the combined length of all the lines described above. Cummings reports that the N&A began electrification on an experimental basis in 1890. The first route to be electrified included the segment of the original main line from Market Square in Amesbury to Main and Merrimac Streets, and the entire Merrimac branch from there. Electric cars began running on this line in mid-October 1890. This service was successful enough that in 1891 the N&A electrified all of its other lines. Subsequent extensions were all electrified from the time they opened.

The Newburyport and Amesbury defaulted on the interest on its bond payments in 1897 and was placed in receivership. In March 1899, the property of the company was sold at auction to a group represented by E. P. Shaw. It was then conveyed to a newly formed company, the Citizens' Electric Street Railway. This company was merged into the Massachusetts Northeastern Street Railway on April 1, 1913.

Black Rocks and Salisbury Beach Street Railway

Sea Side Railroad

In Volumes 1 and 2 of the Mass. Northeastern History, Cummings reports that the oldest component of the Black Rocks and Salisbury Beach Street Railway was a narrow-gauge horse railroad called the Sea Side Railroad. Cummings says it opened on July 18, 1879. It was built by Enoch Northland, who was then the lessee of the Newburyport and Amesbury Horse Railroad, but it was not part of that company. The 1884 Walker atlas of Essex County shows the Sea Side Railroad running on private right-of-way from near a steamboat wharf at Black Rocks to the Seaside House, a hotel located near the present intersection of Broadway and Railroad Avenue at Salisbury Beach Center. The purpose of this line was to carry passengers between the wharf and the hotel. It was not formally incorporated and it did not file annual returns with the railroad commissioners.

Cummings says that a year or two after the Sea Side Railroad opened, E. P. Shaw established the People's Line of steamboats running between Commercial Wharf in Newburyport, where he owned property, to the wharf at Black Rocks. In 1882, Shaw bought the Sea Side Railroad from Northend.

Black Rocks and Salisbury Beach Street Railway

On July 8, 1884, Shaw incorporated the Black Rocks and Salisbury Beach Street Railway, for the purpose of upgrading the Sea Side Railroad. The line was immediately converted to standard gauge, and a steam dummy engine pulling up to five open trailers replaced horse cars. In 1888, this line was extended north from Salisbury Beach Center to the border of New Hampshire, also on private right-of-way, and also with steam dummy power. Railroad Avenue and the southern end of Atlantic Avenue in Salisbury are now located on part of the route to Black Rocks.

In June 1888, the Black Rocks and Salisbury Beach opened a horsecar line from a connection with the steam dummy line at Salisbury Beach to the Boston and Maine Railroad Salisbury Station. The 1891 Walker atlas of Massachusetts shows that this line ran along what is now Beach Road from the beach to State Beach Road, then along Old County Road to where it rejoins Beach Road, and on Beach Road to Salisbury Square. The intersection there has since been reconfigured, but the horsecar line continued southwest and west on Elm Street to the railroad station at Gardner Street.

In 1889, the BR&SB built two more horsecar lines radiating from Salisbury Square. One ran south on Bridge Road (now U.S. Route 1) and across the Merrimack River to Merrimac Street in Newburyport. The other line ran along Elm Street from Salisbury Station to Market Square in Amesbury. In 1890, the company opened a line from Salisbury Square to the New Hampshire border via the present U.S. Route 1. It also opened a short extension in Newburyport on Merrimac Street from Bridge Street to Market Square, parallel with the existing Newburyport and Amesbury Horse Railroad track. This was the last new horse railroad construction by the BR&SB, but in May 1890 the company purchased the Plum Island Street Railway, described below.



Figure 25. Passenger Transfer in Salisbury

Two cars of the Black Rocks and Salisbury Beach Street Railway meet for passenger transfers in Salisbury Square.

The BR&SB began electrifying its lines in 1891. Cummings was unable to determine specific dates for inauguration of electric service by route. On July 14, 1892, the BR&SB was sold to the Haverhill and Amesbury Street Railway Company, which did not yet have any lines of its own in operation. BR&SB lines that were still being run with horsecars were the lines from Salisbury Square to the New Hampshire Border at Smithtown; from Salisbury Square to Market Square, Newburyport; and from Market Square, Newburyport to Plum Island Center. The line from Market Square, Amesbury through Salisbury Square to Salisbury Beach was electrified. The line from Black Rocks to the New Hampshire border was still run with steam dummies, as was a line from Plum Island Center to Plum Island Point.

Cummings says the BR&SB line from Salisbury Square to Merrimac Street in Newburyport was electrified in the fall of 1893, but the segment on Merrimac Street parallel with the N&A was abandoned. Horsecar service from Salisbury Square to Smithtown and from Newburyport to

Plum Island Center ended in 1895, but the line to Smithtown was rebuilt and reopened as an electric line in 1899. The steam dummy line along Salisbury Beach was electrified in 1902. On April 1, 1913, the Haverhill & Amesbury was merged into the Massachusetts Northeastern Street Railway.

Plum Island Street Railway

In 1886, E. P. Shaw built a horsecar line from Plum Island Center in Newbury (Plum Island Turnpike at Northern Boulevard) north over private land to a steamboat landing at Plum Island Point in Newburyport. The purpose of the line was to carry passengers between the steamboat landing and a hotel at Plum Island Center. The line was about 1.3 miles long and was unincorporated.

On December 4, 1886, Shaw incorporated the Plum Island Street Railway. In the spring of 1887, this company opened a horsecar line from Water and Fair Streets at Commercial Wharf in Newburyport via Water Street and the Plum Island Turnpike to Plum Island Center. This line was about four miles long. This company also acquired the line to Plum Island Point but ran it separately from the Newburyport line and converted it to steam dummy operation in 1888. The Plum Island Street Railway lines ran only in the summer.

On May 5, 1890, the Plum Island Street Railway was sold to the Black Rocks and Salisbury Beach Street Railway, discussed above. The BR&SB obtained a direct connection with the Plum Island by buying the Newburyport and Amesbury's branch from Market Square to Commercial Wharf via Liberty and Fair Streets.

As noted above, the BR&SB was taken over by the Haverhill and Amesbury Street Railway in 1892. The Plum Island lines were not among those electrified by the BR&SB or the H&A. Cummings says the line from Newburyport to Plum Island Center was last used in the summer of 1894 and was abandoned in 1895. However, in 1897 Charles Odell, who was then president of the N&A, bought the segment between Water Street at Marlboro Street in Newburyport near the border of Newbury and Plum Island Center and conveyed it to a newly organized Plum Island Electric Street Railway. The new company rebuilt this line as an electric line, but instead of continuing it west to Commercial Wharf via the old horsecar line on Water Street, it built a new route down Marlboro Street to a connection with the Newburyport and Amesbury's branch at Purchase Street.

In 1898, Plum Island Electric bought the steam dummy line along Plum Island, which the H&A had reportedly run until the summer of 1897, and electrified it.

The Plum Island Electric Street Railway had a relatively short existence as a separate company. Its final annual return reported that it was merged on October 8, 1900 into the Citizens' Electric Street Railway. This was the company that had succeeded the Newburyport and Amesbury in 1899 and was one of the companies merged into the Massachusetts Northeastern in 1913.

CHAPTER 17

HORSE RAILROAD PREDECESSORS OF THE MIDDLESEX AND BOSTON STREET RAILWAY SYSTEM

At its peak, the Middlesex & Boston Street Railway had one of the largest electric railway networks in Massachusetts, but only two of its predecessor companies, discussed below, originated as horse railroads.

Waltham & Newton Street Railway

The Waltham & Newton Street Railway was originally chartered by an act of the legislature approved May 3, 1866. Royal E. Robbins, John C. Stanton, and George Allen were the named incorporators. The company was empowered to construct, maintain, and use a street railway from some convenient point or points in Waltham to some convenient point or points in Newton. Capital stock was limited to \$100,000 in shares of \$100 each.

A charter amendment approved April 29, 1868, allowed the company to reduce its capital stock to \$30,000, but set a deadline of September 1, 1868, for completion of the line. The deadline was met, but with only one month of operation in the reporting year, the company filed no annual return for 1868.

The 1869 return showed the W&N having 13,780.5 feet of track, equal to 2.61 miles. An 1874 Newton City Atlas shows the route as starting at what was then a grade crossing of the Boston & Albany Railroad on Chestnut Street in West Newton, then following Washington, Elm, River, and Lexington Streets into Waltham. It originally continued through Waltham South Side (formerly part of Newton) on Moody and Crescent Streets, past the Waltham Watch factory, and on Moody again to the Fitchburg Railroad grade crossing at Waltham Station. After crossing the railroad at grade, it continued north on Moody Street and west on Main Street about to Spring Street.

This was a single-track line, with passing sidings. Initial equipment consisted of two cars and eight horses. The round-trip time was about one hour, so with both cars running, service could be provided every 30 minutes.

The 1870 and 1871 returns showed no change in track miles, but the 1872 return showed an increase to 3.115 miles and the 1873 return showed 3.211 miles. This resulted from an extension in Waltham west on Main Street to a carhouse on the north side of Main Street just beyond Weston Street. The Newton terminal of the line was still shown as Chestnut Street at West Newton Station in the 1875 J. B. Beers County Atlas of Middlesex, Massachusetts, but the 1886 city of Newton atlas from the same publisher shows the terminal one block farther west, on Highland Street.

The W&N reported having 3.211 track-miles in each annual return from 1873 through 1889. On August 19, 1889, the W&N was sold to a newly organized company, the Newton Street Railway, which did not yet have any other lines in operation.

In 1890, the Newton Street Railway electrified the W&N, and extended the original line in Newton east on Washington Street from West Newton to Newton Corner. The short segment on Highland Street was abandoned, and the routing in West Newton was relocated slightly from Elm Street to Cherry Street between Washington and River Streets. The July 24, 1890, *Boston*

Globe reported that the first trial trips of electric streetcars between Newton and Waltham were made on the previous day.

In 1901, the Newton Street Railway came under the control of a holding company, Suburban Electric Companies, which also controlled three of Newton's other street railway companies. The Middlesex & Boston Street Railway was incorporated July 24, 1907, as successor to the South Middlesex Street Railway. It soon became the operating company for all of the street railways controlled by Suburban Electric. The Newton Street Railway was formally merged into M&B on July 1, 1909.

Natick & Cochituate Street Railway

The other horse railroad predecessor of the Middlesex & Boston Street Railway system had a relatively short existence prior to electrification. The first annual return from the Natick & Cochituate Street Railway was for fiscal year 1885. It stated the total length of track owned by the company as 3.00 miles, but the return provided no other details about the route. This mileage remained the same in each return of the Natick & Cochituate as a separate company. A map of Natick in the Walker atlas of Middlesex County published in 1889 shows the line starting on Middlesex Avenue west of Main Street, next to where the Boston & Albany Railroad Natick Station was located then. From Middlesex Avenue, the line turned north on Washington Avenue, which it followed to North Main Street. It then continued on North Main Street for the rest of the way to the border of Wayland.

A map of Wayland in the same atlas shows the line continuing on Main Street in that town about to Harrison Street in Cochituate Village. The distance to that point from the terminal in Natick is 2.7 miles, so the actual end of the line was probably at West Plain Street. That is how it is depicted in the 1891 Walker atlas of Massachusetts.

The 1891 return showed the Natick & Cochituate still being operated with horsecars. The 1892 return showed it as entirely electrified, still with a length of 3.00 miles.

As an electric railway, the Natick & Cochituate expanded into several nearby towns. It remained a separate corporation until December 1, 1908, when it was merged into the Middlesex and Boston.

CHAPTER 18

HORSE RAILROAD PREDECESSOR OF THE BOSTON & WORCESTER STREET RAILWAY SYSTEM

The Boston & Worcester Street Railway was mostly built as an electric railway. However its branches in Framingham originated as horsecar lines built by an older company. These are discussed below.

Framingham Union Street Railway

The first annual return of the Framingham Union Street Railway was filed for fiscal year 1888. It described the company as owning 6.609 miles of track on three horsecar routes. These were from the Boston & Albany Railroad tracks at South Framingham to Framingham Centre; from South Framingham to Saxonville; and from Concord Street to the Para Rubber Company on Howard Street. The individual mileages reported for the three routes added up to only 6.41, implying that there was a small amount of second track. The 1889 return showed the same total mileage.

The 1890 return showed an increase to 6.912 miles, and the route description showed a new line from Union Avenue on Mt. Wayte Avenue to property of the Old Colony Railroad near Lake View (Mt. Wayte) Station. There were no further changes during the remaining years of operation of the system as a horse railroad.

A map in the 1891 Walker Atlas of Massachusetts shows the Framingham Centre route running on Union Avenue most of the way from South Framingham Station (just east of the present MBTA Framingham commuter rail station) to Framingham Centre at Eastern Avenue, now Worcester Road, or state Route 9. A short segment near the station was on Concord Street. The approach to Eastern Avenue was on Main Street. The line continued west about one quarter mile on Eastern Avenue to Framingham Centre Station on the Old Colony Railroad lines to Lowell and Fitchburg.

The Saxonville route was shown running on Concord Street from South Framingham to Eastern Avenue, and continuing on what are now Beacon, Summer, Cherry, and Concord Streets to Saxonville at Central Street. The intersection of Concord Street with Route 9 has now been greatly reconfigured, and the intersection of Cherry and Concord Streets has been relocated because of the Mass. Turnpike.

The Lake View Avenue of 1890 was apparently the present Mt. Wayte Avenue, but the car line there is not shown on the 1891 map. The line on Howard Street is not shown on the 1891 map, but the reported length of 0.38 miles would have taken it as far as Bishop Street.

Text and a photo of the Para Rubber complex provided by the Framingham Public Library on flickr.com says the company closed in 1893, it but was replaced later in the 1890s by the Dennison Manufacturing Company.

The returns from the Framingham Union Street Railway through 1896 show it operating entirely as a horse railroad. The 1897 return shows 2.28 miles as electrified. This is the length that was reported for the Framingham Centre route in 1888. The 1898 return shows only 0.288 miles still operated by horse. This seems to correspond most closely with the line on Lake View Avenue, but the return also shows a net decrease of 0.554 track-miles in the system. The 1899 return shows the entire system operated by electricity, but with the same total mileage as in 1898.

When the Saxonville route was electrified, the segments on Beacon, Summer, and Cherry Streets were replaced with a routing entirely on Concord Street. The Howard Street and Lakeview Avenue lines were apparently abandoned rather than being electrified.

The Framingham Union Street Railway was merged into the Boston & Worcester Street Railway on December 31, 1903. The main line of the B&W ran through Framingham on the route of the old Worcester Turnpike, now state Route 9. The Framingham Union lines gave the B&W access to the main business district at South Framingham, as well as providing closer competition with the railroad for travel between South Framingham and Boston.

The story of the Boston & Worcester Street Railway is related in *Trolleys Along The Turnpike* by O. R. Cummings, published as Bulletin Number 12 of the Boston Street Railway Association in 1975.

The B&W never became part of a larger street railway system. The South Framingham-Framingham Centre line and the Saxonville line north of the Worcester Turnpike were replaced with buses in 1925. The line on Concord Street south of the Worcester Turnpike was replaced with buses in 1930. Bus replacement of the main line was completed in 1932.

CHAPTER 19

OTHER HORSE RAILROADS OF THE MASSACHUSETTS SOUTH COAST

The South Coast is a relatively recent unofficial name for communities in southeastern Massachusetts bordering on Buzzards Bay. Among these, only Wareham and New Bedford had horse railroads that were predecessors of electric street railways that did not become part of the Old Colony Street Railway system. The histories of these lines are related below.

Onset Street Railway

Information for this section was obtained mostly from the annual reports of the Massachusetts Board of Railroad Commissioners for the years 1885 to 1901. Additional information was provided to the author by Norton D. Clark.

In 1885, the Onset Bay Grove Association built a 1.3-mile standard-gauge railroad from Onset Bay Station on the Old Colony Railroad, near what is now the Main Avenue railroad crossing in Wareham, to Shell Point, in the Onset neighborhood of Wareham. The purpose was to carry passengers to a Methodist camp-meeting ground, but freight was also to be carried. The Association owned all the property on both sides of the line and believed that it needed no permission to build and run a railroad there. The Wareham selectmen disagreed and filed a complaint with the state railroad commissioners.

On July 22, 1885, the commissioners ruled that the Association must indeed comply with state regulatory procedures. On September 25, 1885, the commissioners granted a certificate of public convenience and necessity to the Onset Bay Grove Railroad, organized by the Association. This allowed the Association to lay out a railroad, but approval of the "plans" by the commission and the selectmen was required before operation could begin. It made no difference that the railroad was already built!

Between the Old Colony and the outlet of Mud or Muddy Cove, the Onset Bay Grove Railroad ran through what was then undeveloped land to the west of where Main Avenue was later built. After crossing the cove on a causeway with a wooden bridge at the mid-point, the rail line entered a more densely developed area and ran on or near the present alignment of East Central Avenue as far as Onset Avenue. It then curved slightly farther southeast and continued along West Central Avenue to the intersection of South and West Boulevards, on the shore of Sunset Cove. This segment had many closely spaced grade crossings. The railroad commissioners agreed with the Wareham selectmen that this was unacceptable for a steam railroad, regardless of whether the crossings were public or private ways. In January 1886, the commissioners approved operation only of the portion of the line between the Onset Bay station and Twelfth Street.

At that time, state laws gave the railroad commissioners much less jurisdiction over street railways than over steam railroads. This prompted the Association to organize the Onset Street Railway to take over the Onset Bay Grove Railroad.

Operation of the full route between Onset Bay Grove Station and Shell Point began in the Summer of 1886. The company had one open and five closed cars, and two Baldwin Noiseless Streetcar Motors, or steam dummies. The latter were similar to those used on a small number of

other street railways in the state, discussed in previous chapters. Because of them, the Onset Street Railway was known locally as the Dummy Railroad.

In the short 1886 season, the Dummy Railroad carried 24,280 passengers. The adult fare was ten cents. In 1887, the line operated from April through September, carrying 32,231 passengers. The dummy trains met each Old Colony train from Boston. Ridership was highly variable. Over the whole season, it averaged only 11 passengers per trip. On some Sundays, however, as many as 5,000 people visited Onset Bay Grove, greatly exceeding the capacity of the dummy railroad.

During 1887, another 6,450 Grove patrons used an independent "barge" line running from East Wareham to Onset Bay. (These were not boats, but large, open, horse-drawn wagons.) Later that year, the barge operators organized the East Wareham and Onset Bay Railroad to build a steam railroad between those points. Concluding that there wasn't enough traffic to support even one railroad to Onset Bay, let alone two, the railroad commissioners denied this company a certificate of public convenience and necessity in October 1887.

The subsequent history of the Dummy Railroad is intertwined with that of the horse railroad discussed below.

East Wareham, Onset Bay, and Point Independence Street Railway

The East Wareham, Onset Bay, and Point Independence Street Railway was chartered on February 15, 1888. This company built a horse railroad from East Wareham Station on the Old Colony Railroad via Onset Avenue to the west end of Point Independence Bridge over the outlet to Broad Cove. This line crossed the Dummy Railroad at West Central Avenue.

The horse railroad opened on June 2, 1888, and immediately cut into the business of the older line. That year, the Dummy Railroad carried only 21,979 riders. A horse was bought to pull the open car in place of the steam dummies on slack days. By 1890, ridership on the Dummy was down to 17,794, compared to 27,394 on the competing horse railway. The Dummy showed a net profit of only 33 cents!

The Dummy Railroad apparently didn't resume operating in 1891. On July 3, it was sold to the East Wareham, Onset Bay and Point Independence. The southern end from Onset Avenue to Shell Point was retained for horsecar operation, but the line north to Onset Bay Station was scrapped. The Old Colony Railroad then closed that station and re-named East Wareham Station Onset Junction. The Baldwin Motors were too heavy for the 25-pound rails of their new owner's original line. They were kept in storage until 1894, when they were sold for \$775.

Annual ridership on the East Wareham, Onset Bay and Point Independence peaked at 50,719 in 1893 and remained near this level for a few years. Starting in 1897, ridership fell sharply, as the popularity of Onset Bay camp meetings waned. There were only 32,888 riders in 1900. On June 12, 1901, the company was merged into the New Bedford & Onset Street Railway, which needed to use Onset Avenue for a trolley line it was building. The 25-pound rails on the main line were replaced with 60-pound, and the line re-opened August 5, 1901. The New Bedford & Onset ran cars over this line en route from Fairhaven to Point Independence Bridge. The Middleborough, Wareham & Buzzard's Bay Street Railway also used it under a trackage agreement.

The Shell Point Branch, the final remnant of the Dummy Railroad, did not fit into these companies' plans, and it was abandoned in 1901. The East Wareham, Onset Bay and Point Independence had the distinction of being the last street railway in Massachusetts operated as a horse railroad.

The wooden bridge over Mud Cove, known locally as Dummy Bridge, gradually deteriorated. It was featured for a time on postcards as a "picturesque ruin." It was also a popular fishing spot until the 1938 hurricane destroyed what remained of it. Today there is a highway bridge on the same site.

The New Bedford & Onset Street Railway absorbed the Middleborough, Wareham & Buzzard's Bay in 1906. The entire system was scrapped in 1926 and 1927. Onset Junction Station was re-named Onset in 1917, as it was no longer a significant transfer point. Passenger trains of the New Haven Railroad, successor to the Old Colony, stopped there until the end of Boston-Cape Cod passenger service by that company in 1959.

New Bedford and Fairhaven Street Railway

The New Bedford and Fairhaven Street Railway was one of two horse railroad predecessors of the Union Street Railway, the other being the Acushnet Street Railway. The history of the Union Street Railway was presented thoroughly by O. R. Cummings in Transportation Bulletin No. 85 of the Connecticut Chapter of the National Railway Historical Society, published in 1980. That work, and the annual returns of these companies to the Massachusetts Board of Railroad Commissioners, provided most of the information used in the following sections.

The New Bedford and Fairhaven Street Railway was chartered on February 6, 1872, for the purpose of building and operating horse railroads in the two municipalities in its name. The company initially built two lines. A north-south route started at Purchase and Linden Streets in New Bedford and followed Purchase Street and School Streets to Front Street. (Purchase Street is now interrupted by a highway interchange, and the section of Front Street where the line terminated has been displaced by redevelopment.) The terminal was at a wharf used by steamboats going to and from Martha's Vineyard and Nantucket. A spur from Purchase Street ran on Pearl Street (now also broken by highway construction) east to the New Bedford & Taunton Railroad terminal. This was intended for transporting passengers between the railroad terminal and the steamboat wharf, but the railroad was extended directly to the wharf in 1873.

A west-east route started at Purchase and William Streets and followed William, North Second, and Middle Streets to the Fairhaven Bridge, which it crossed into Fairhaven. (Redevelopment has eliminated some sections of North Second and Middle Streets. The present Fairhaven Bridge is slightly north of the one in place in 1872.) In Fairhaven, the car line ran on Bridge, Main, and Ferry Streets to the terminal of the Fairhaven Branch Railroad. This provided a new alternative for passengers who used a ferry to New Bedford owned by the Fairhaven Branch.

Construction was completed on the line from Linden Street to Front Street and the Pearl Street spur in June 1872. The Fairhaven route was completed that September. In its annual return for 1872, the New Bedford & Fairhaven reported a total of 3.309 track-miles. The same figure was reported each year through 1876.

In 1877, the total increased to 3.955 miles. The route descriptions on the return for that year show an extension from School Street via Fourth Street (now part of Purchase Street) south to Rockland Street, with the segment on School Street to the steamboat wharf reclassified as a branch, and the spur on Pearl Street to the railroad station no longer listed. Cummings says the line on School Street was abandoned in 1884.

There was no change in 1878, but in 1879, reported mileage increased to 4.106. Cummings explains this as a two-block extension south from Rockland Street to Rivet Street. In 1880,

mileage increased to 4.257, as the result of a one-block extension north on Purchase Street from Linden Street to Logan Street.

In 1882, track-mileage increased to 6.399 as the result of several extensions. The North-South line, also known as the City Line, was extended east on Rivet Street and South on South Water Street to Cove Street. A side loop ran from Rivet and South Water Streets north on South Water Street and west on Potomska Street back to Fourth Street. (Much of South Water Street has now been displaced by expressway construction.)

A branch from the Fairhaven route ran from William Street at North Second via North Second, Union, North Sixth, Elm, Summer, and Parker Streets to Cedar Street. A short spur on Union Street ran west of North Sixth Street to the Grand Opera House.

The 1883 return showed no change in mileage, but Cummings says the track on William Street was extended west from Purchase Street to North Sixth Street that year. In 1884, mileage increased to 6.88, which the route description in the return indicates was the result of a new branch on Kempton Street from Summer Street to Jenney Street. In 1885, mileage increased to 7.4. The route description in the return included an extension from Cove Street on West French Avenue (now French Boulevard) to Woodlawn Grove. Cummings says this was a pleasure resort established by the New Bedford and Fairhaven just north of the present Hazelwood Park.

In 1886, mileage increased to 9.06. Cummings says that two new lines in Fairhaven were opened that year. One of these was an extension of the original route from Ferry Street south via Main, Church, and Fort Streets to Doane Street near historic Fort Phoenix. This extension opened on June 5, 1886. The other new line was a branch from Bridge Street north on North Main Street to North Street at Oxford Village. It opened on July 1, 1886. Several shorter segments were also added that year. These included a spur on South Street off Main Street in Fairhaven to a new stable; an extension of the Kempton Street route from Jenney Street to Rockdale Avenue; a spur on Weld Street from Purchase Street to a paint and repair shop; and an extension of the Pearl Street route from the former New Bedford & Taunton Railroad Station site to that of a new station being built by the Old Colony Railroad.

This was the last year that the New Bedford & Fairhaven operated as such before the merger that created the Union Street Railway, discussed below. Cummings says that despite construction of all the lines described above, the NB&F generally ran service as two main lines with connecting shuttles on the branches. The north-south line ran from Purchase Street at Weld Street to West French Avenue at Cove Road most of the year, with cars continuing south to Woodlawn Park in the summer. The west-east line ran from Summer and Parker Streets in New Bedford to Fort Phoenix in Fairhaven.

Acushnet Street Railway

The other partner in the Union Street Railway merger, the Acushnet Street Railway, had a much shorter independent life than that of the New Bedford & Fairhaven. Despite seemingly taking its name from a neighboring town, the Acushnet only built lines in New Bedford. Some of these were designed to skim traffic from the NB&F rather than bringing service to new areas.

The Acushnet Street Railway was chartered under the general laws on May 16, 1884. Construction did not begin until the spring of 1885. The system consisted essentially of a long north-south main line with two branches to the west. Service on the first completed section of the main line began on July 19, 1885. This segment ran on Acushnet Avenue from Nash Road to Maxfield Street. (It is now broken by the interchange between state Route 18 and Interstate 195.)

By the end of fiscal 1885, on September 30, the Acushnet main line was completed south to Cove Road on the edge of Clark's Cove. This section continued on Acushnet Avenue between Maxfield and Bedford Streets. (This part of Acushnet Avenue is now broken by the interchange of Route 18 with U.S. Route 6.) At Bedford Street, the line turned west for three blocks, crossing the New Bedford & Fairhaven main line at Purchase Street. It then turned south on South Sixth and County Streets to Cove Road. Also completed by that time was a branch on Bedford, Green, Allen, and Dartmouth Streets to Rural Cemetery.

The second branch was completed by the end of calendar 1885. It started at Acushnet Avenue and Union Street and ran on Union to Purchase Street. The NB&F track was used from Purchase to North Sixth Street. The new line continued on Union, Ash, Morgan, Cedar, and Durfee Streets to Mt. Pleasant Street. At Cedar and Parker Streets, the Acushnet passed what had been the end of the NB&F branch on Parker Street. The NB&F extended the service on this branch over the Acushnet's track as far as Durfee Street, where the Acushnet turned east. The NB&F turned west on Durfee to Shawmut Avenue.

The final addition to the Acushnet Street Railway was an extension north on Acushnet Avenue from Nash Road to Lund's Corner, at Tarkiln Hill Road. This branch was opened in the fall of 1886, giving the company a total of 7.125 route-miles of owned track.

Soon finding that there was not enough traffic to support two separate street railways with closely parallel main lines, the Acushnet Street Railway and the New Bedford and Fairhaven decided to merge.

Union Street Railway

The Union Street Railway was formed on April 30, 1887, by the merger of the New Bedford & Fairhaven Street Railway and the Acushnet Street Railway. Cummings says that over the next two years, the Union eliminated redundancy in the routes of the two former companies. A new connecting track was built on Weld Street between the main line of the Acushnet on Acushnet Avenue and the north end of the NB&F main line at Purchase Street. (This section of Weld Street no longer exists.) The Acushnet main line was then abandoned from Weld Street to William Street and from Bedford Street to Clark's Cove. The new combined main line ran from Lund's Corner to Woodlawn Grove. The NB&F tracks on Durfee Street and on Parker Street were also abandoned. The line on Kempton Street was taken out of service but not removed. It was reactivated as an electric line sometime after 1893.

The first experimental electrification of Union Street Railway horsecar lines took place in 1890. This was on the former Acushnet Street Railway Mount Pleasant line, starting at Durfee Street and the former Rural Cemetery branch of that line. The two segments were linked by the remaining segment of the former Acushnet main line on Acushnet Avenue from William Street to Bedford Street and the tracks of the two former companies on Union Street. Revenue operation on this segment began on October 19, 1890.

The next part of the system to be electrified was the New Bedford portion of the Fairhaven route, from Summer Street at Parker Street to Fish Island. Electric service on this line began on Thanksgiving Day 1893, and it was soon extended to Pope's Island. However, because of the initial refusal of Fairhaven officials to allow electric cars in that town, the main line and branch in Fairhaven were not electrified until 1895.

The other remaining horsecar route of the Union Street Railway as of 1895 was the combined main lines of the two former companies between Lund's Corner and Cove Street. The segment

from Cove Street to Woodlawn Grove was no longer in use. Electrification of rest of the line was completed in the summer of 1895.

As an electric railway, the Union Street Railway built or acquired many additional lines in and beyond New Bedford. The company began replacing electric lines with buses in 1931, but the final conversion was not completed until 1947. This put the Union Street Railway among the last of the companies operating streetcars in Massachusetts. The last route converted had originated as the New Bedford & Fairhaven Street Railway's horsecar line on Purchase Street.

CHAPTER 20

HORSE RAILROADS ON MARTHA'S VINEYARD AND NANTUCKET

Oak Bluffs Street Railway

The first street railway on Martha's Vineyard does not seem to have been incorporated, and it never filed annual returns with the Massachusetts Board of Railroad Commissioners. The information about it below is mostly from *Rails Across Martha's Vineyard* by Herman Page, published in 2009.

The Vineyard Grove Company built the Oak Bluffs Street Railway as a horse railroad, which opened for traffic in June 1873. This segment began at Highland Wharf, off East Chop Drive, about one quarter-mile north of the present entrance to Oak Bluffs Harbor. From there, it followed the present East Chop Drive, Lake, and Siloam Avenues, and Jordan Crossing to the entrance to the Methodist campgrounds. The car line ended in a long loop around the campgrounds, on the present Trinity Park. The total length of this route was about one mile.

The Oak Bluffs Street Railway operated only during summer months. It never expanded beyond the initial route between the Highland Wharf and Trinity Park.

Cottage City Street Railway

The Cottage City Street Railway was incorporated February 28, 1891, to take over operation of the Oak Bluffs Street Railway. The name of the town of Oak Bluffs had been changed to Cottage City in the early 1880s.



Figure 26. Martha's Vineyard Horsecar

The Cottage City Street Railway operated in Oak Bluffs on the island of Martha's Vineyard. This scene shows an open horsecar at the edge of the beach on Seaview Avenue, headed for Lagoon Heights sometime in the early 1890s. Oak Bluffs had adopted the name Cottage City in the late nineteenth century to promote tourism by evoking the picturesque "gingerbread cottages" that had been constructed for Methodist summer camp meetings. This view looks northwest toward Ocean Park; the gazebo in the center of the park is still there today.

The Cottage City Street Railway, unlike the earlier company, filed annual returns with the Board of Railroad Commissioners. The first one, for 1891, reported the total length of track owned by the company as 1.88 miles but did not include a route description. According to Page, several new horse railroad lines or extensions were discussed during 1891, but none were opened until 1892. The first of these branched from the original route at East Chop Drive and ran northwest on New York Avenue and a short segment of what is now also part of East Chop Drive to the New York Yacht Club Pier. Combined with the original route, this would account for the 1.88 miles reported in 1891.

The 1892 return shows an increase in mileage to 4.38. Page says that a second new line completed in 1892 ran from the Oak Bluffs steamship wharf to Lagoon Heights. From the wharf, it ran south on Seaview Avenue, then turned west on the present Tuckernuck,

Nashawena and Circuit Avenues, and Wing Road to the entrance to the Lagoon Heights development at County Road. Within this development, the car line followed what are now Barnes Road, Alpine Avenue, and Colonial Avenue to the Prospect House hotel at the corner of Beacon Avenue. This would account for 2.0 miles of the total increase of 2.5 miles indicated in the 1892 return; it would not have connected with the CCSR's other lines. However, a description of the company's routes in the 1893 return shows through service from the New York Wharf to Lagoon Heights, including a connecting link on Lake Avenue between Siloam and Seaview Avenues, but not serving the steamship wharf directly.

The 1893 return also shows a slight additional increase in mileage, to 4.5, without explanation. Page says that at some point, the Lagoon Heights route was extended along what are now Colonial and Hudson Avenues to the shore of Lagoon Pond, but this may not have happened within the horse railroad era.

The 1894 return shows no further increase in mileage. The 1895 return shows an increase to 5.3 miles but also says that electrification of the system was in progress. The 1896 return shows the system as entirely electrified.

As an electric railway, the system and an extension to Vineyard Haven operated under various corporate names until the end of the summer 1918 season, when it was abandoned.

Nantucket Beach/Siasconset Street Railway

The Nantucket Beach Street Railway was one of the most obscure and short-lived horse railroads in Massachusetts. The *Nantucket Inquirer and Mirror* reported in March 1890 that the Nantucket Selectmen had granted the company's petition for the right to build a horse railroad through Federal, Broad, Beach (now South Beach), North Beach, and Easton Streets, Brant Point Road, and North Street (now Cliff Road). This would provide connections from downtown Nantucket and the steamship wharf to the Hotel Nantucket at Brant Point and to the Cliff Beach area. Construction began in August 1890.

The first annual return filed by the company was for the year ending September 30, 1890. It showed total capital stock authorized by the charter as \$30,000, which had been fully paid in. The directors reported:

"The company contracted for \$30,000 to build a length of the road, amounting to about 6,000 feet, and to equip the road with not less than two cars and the requisite horses. The road, on the 30th of September last, was not completed, and had not been turned over to the company nor accepted by them. It has no superintendent yet appointed or elected."

In November 1890, the Nantucket Beach Street Railway petitioned the state for the right to operate freight and express service over its lines from the steamship wharf. On March 6, 1891, the legislature approved an act authorizing the company to operate such service over any lines it was authorized to build, provided that a majority of the Nantucket Selectmen consented. However, because of opposition from operators of established delivery services on the island, the Selectmen voted down the street railway's petition.

Trial trips were first run over part of the Nantucket Beach Street Railway on May 12, 1891. A few special revenue trips were run after that, including for a school graduation on June 30, but it was reported on July 18 that construction toward the Hotel Nantucket was still in progress. It was expected that track would end at the entrance to U.S. government property around the Brant Point lighthouse.

In their 1891 annual return, the street railway directors reported that the contractor had still not completed and turned the road over to them. The contractor had run the two cars for a short time during the summer “to get the tracks, so far as built, into shape.”

In September 1891, the Nantucket Beach Street Railway directors petitioned the Nantucket Selectmen for authority to electrify the company’s lines and to build a long loop extension from downtown Nantucket south to Surfside, then east and northeast to Siasconset, north past Sankaty, northwest to Polpis, and southwest through Monomoy back to downtown Nantucket. There was substantial opposition to this proposal, and the street railway directors had to file several revised petitions.

On April 1, 1892, the Selectmen approved a greatly scaled-back plan for a direct route from downtown Nantucket to Siasconset via Orange Street and Milestone Road. At a separate meeting, the Selectmen approved electrification of the street railway. However, to build the extension, the company needed permission from the Board of Railroad Commissioners to issue more stock, and in May the commissioners postponed action on this item indefinitely.

There was some uncertainty as to whether the Nantucket Beach Street Railway would run at all in 1892, but on July 14 it was reported that workmen were clearing the rails to prepare for operation.

The 1892 return showed the total length of the line as 1.14 miles. The route was not described, but a map in the 1891 Walker Massachusetts atlas showed that it consisted of the line from downtown to Brant Point, with a branch on Cliff road about to the present site of Coffin Park. The cost of building and equipping the line was reported as \$11,899.34 for construction, \$653.04 for horses, and \$723.00 for cars. Along with \$50.00 in cash assets, this accounted for a total of \$13,275.88, versus \$30,000 in paid-in stock and \$1,200 in unfunded debt.

Total operating expense for 1892 was reported as \$1,336.81, versus total fare revenue of \$789.35, resulting in a net operating deficit of \$547.46. Despite having run almost no service prior to 1892, the company reported having had a deficit of \$17,376.66 at the beginning of the year! This seems to have been a bookkeeping maneuver to account for the difference between the cost of building and equipping the line and the amounts of stock that had been paid along with unfunded debt in excess of the 1892 operating deficit.

Reflecting the expansion plans, an act of the legislature approved May 4, 1893, changed the name of the Nantucket Beach Street Railway to the Siasconset Street Railway, but this was not a corporate reorganization. The same act authorized the company to increase its capital stock to an amount not exceeding \$100,000 and to issue bonds also not exceeding \$100,000. Nevertheless, there was never any further expansion or electrification.

Compared with 1892, the street railway’s service in 1893 was reduced, through a shorter operating season, less frequent departures, or a combination of the two. Operating cost decreased to \$331.18, but passenger revenue decreased to \$147.85, resulting in an operating deficit of \$183.33. The total number of passengers carried in 1893 was 2,957, and the fare was five cents. Assuming the fare in 1892 was also five cents, the reported revenue that year would have come from 15,787 passengers.

Returns for the years 1894 through 1897 show the Siasconset Street Railway was not in operation. The company filed no returns after 1897. Several times as early as November 1895, the Nantucket Selectmen discussed ordering removal of the tracks, but the street railway’s officers asked for time to sell the assets to other parties.

Finally in April 1898, the Selectmen voted to order the removal of the tracks. This work was soon done by the town street department. In June 1898, the Siasconset Street Railway Company sued the town for \$5,000 in damages. The suit reached Superior Court in October 1898 but was continued without a finding. Absence of subsequent reports suggests there was an out-of-court settlement.

CHAPTER 21

HORSE RAILROADS IN CENTRAL MASSACHUSETTS

Fitchburg & Leominster Street Railway and Predecessors

The Fitchburg Street Railway originated late in the horse railroad era, being incorporated on April 10, 1886. The first annual return filed by the company was for the year ending September 30, 1886. It stated that service had then been running for three months on a 3.26-mile route from Goodrich Street to Sanborn Street. No other details about the route were included. Based on horse railroad lines shown on a map of Fitchburg in the 1891 Walker Massachusetts atlas, the original route ran from Goodrich Street at Summer Street via Summer, Main, River, and Westminster Streets to Sanborn Street in West Fitchburg.

The 1887 return showed an increase in mileage to 4.109. The route description that year indicated that the line was being operated as separate routes from the Goodrich and Sanborn Street ends to Fitchburg Park. This apparently meant the small park adjoining the union railroad station on Main Street east of Water Street. The return also noted that there was a five percent grade on Summer Street.

On May 8, 1887, the *Fitchburg Sentinel* reported that service was running through to West Fitchburg every 20 minutes on Saturdays and Sundays, and that daily service on the same frequency would begin soon. It was reported on June 3, 1887, that construction had just begun on an extension from the terminus on Summer Street to the fairgrounds. This extension, a distance of 0.5 miles, opened about July 1, but was initially run only when the fair was operating.

On August 15, 1887, the Fitchburg Street Railway established a connecting coach service from the West Fitchburg terminal to Waite's Corner (Westminster Street at Princeton Road.)

The 1888 return showed a slight additional increase in mileage to 4.124 miles, probably from extension of a turnout. The 1889 return showed an increase to 5.577 miles. The route description included the line on Summer Street from Goodrich Street to the fairgrounds at Bemis Street. The rest of the increase was accounted for by a line on Water Street from Main Street to a point near a projection of Cleveland Street, on which service began on June 22, 1889.

The 1890 return showed an increase to 6.297 miles. This was accounted for by an extension of the West Fitchburg line from Sanborn Street to Waite's Corner, on which service commenced on July 1, 1890. The same mileage was shown in 1891.

The 1892 return showed that on April 1, 1892, the Fitchburg Street Railway bought the Leominster Street Railway. The combined company was renamed the Fitchburg & Leominster Street Railway. The Leominster Street Railway was organized in May 1891 and opened a 1.5-mile horse railroad on July 27 that year. This line ran from West Street in downtown Leominster via Main Street to North Leominster at Hamilton Street.

By September 30, 1892, the Fitchburg & Leominster had begun electrifying the former Fitchburg Street Railway system, and only the segment from Waite's Corner to Fitchburg Park was still being run with horsecars. The F&L had extended the Water Street line into Leominster as an electric line; it was running electric cars from downtown Fitchburg to downtown Leominster and from downtown Leominster to North Leominster. Electrification of the system was completed in 1894.



Figure 27. Fitchburg Street Railway

Horsecar No. 6 when new, before the Fitchburg Street Railway bought the Leominster Street Railway in 1892.

The Fitchburg & Leominster continued to expand after 1894 but was never merged into a larger street railway company. The F&L was unusual among Massachusetts street railway companies in choosing to replace its most heavily traveled streetcar lines with trackless trolleys before converting to motor buses. This included essentially all the former Fitchburg Street Railway horsecar lines.

Details of the system are related in *Trackless Trolleys of the Fitchburg & Leominster Street Railway* by Bradley H Clarke, published as Bulletin Number Eleven of the Boston Street Railway Association in 1975. The first F&L trackless trolley route went into operation on May 10, 1932. It ran from Waite's Corner in Fitchburg via Westminster, River, and Main Streets to Depot Square, continuing via Water Street to the border of Leominster, and on North Main and Main Streets to downtown Leominster. On July 31, 1932, trackless trolley service began on a route on from Fitchburg to Whalom Park in Lunenburg, replacing a streetcar line. It included the full length of the former horsecar line on Summer Street in Fitchburg.

The F&L trackless trolley routes were, in turn, replaced by F&L motor bus service effective July 1, 1946. In 2018, the Montachusett Regional Transit Authority (MART) bus network still included routes covering all the horsecar lines built by the Fitchburg Street Railway.

Worcester Horse Railroad

The Worcester Horse Railroad was chartered by an act of the legislature approved on April 6, 1861. Albert Curtis, Loring Coes, William H. Heywood, John C. Mason, Frederic W. Paine, Joseph Sergeant, and James H. Wall were the named incorporators. The company was authorized to build, maintain, and operate a railway from such point or points on Main Street in the city of

Worcester as approved by the mayor and aldermen of that city. The company was to use horse-powered cars only. Capital stock was limited to \$100,000 in shares of \$100 each.

The Worcester Horse Railroad did not file annual returns for the years ending November 30, 1861, or November 30, 1862. The original charter required that the line be located within two years, but it apparently was not. Legislation passed on February 13, 1863, granted a two-year extension from that date.

The first return filed by the Worcester Horse Railroad was for the year ending November 30, 1863. It showed that the company operated a system of 30,704 feet of line, equivalent to 5.82 route-miles, most of which was double-tracked. However, no details about the endpoints or the streets covered were provided.

According to *The Story of Worcester Massachusetts* by Thomas F. O'Flynn, published by Little, Brown, and Company in 1910, when opened in 1863, the Worcester Horse Railroad had a route from Harrington Avenue (now Northampton Street) at Lincoln Street through Lincoln and Main Streets to Webster Square (Main Street at Webster Street). It also had a branch on Front Street (probably to connect with the Western Railroad terminal near Washington Square) and a branch on Pleasant Street to West Street.

Measured on present-day maps, the length of the route on Lincoln and Main Streets is 3.0 miles. The lengths of the Front Street branch and the Pleasant Street branch are each about 0.4 miles. The total accounted for is therefore 2.02 miles short of that reported in the 1863 return.

The Worcester Horse Railroad may have included the lengths of some lines authorized but not yet completed. However, the same mileage was reported in each fiscal year through 1866.

Legislation approved March 17, 1864, authorized the company to increase its capital stock by not more than \$25,000 for the purpose of purchasing additional equipment and real estate, and to issue additional stock for the purpose of extending its lines at a cost not to exceed \$20,000 per mile. The combined amount of new stock was not to exceed \$75,000.

The Worcester Horse Railroad was in financial trouble almost from the start. On March 24, 1866, insolvency proceedings were instituted against the company, and on April 25, the property was seized under a warrant from the court of insolvency. Consequently, the directors did not report any operating results in their return for 1866.

In 1867, the Worcester Horse Railroad's reported route length decreased to 21,285 feet, equal to 4.03 miles. O'Flynn says that "after a short time" the Pleasant Street line was discontinued and the tracks were taken up. The directors reported in the 1867 return that the company was "in the custody of the officers of the law." This was the final return filed for that company.

Legislation approved on April 12, 1867, incorporated the Worcester Street Railway Company for the purpose of purchasing the franchise, tracks, location, and other property of the Worcester Horse Railroad Company. The named incorporators were Timothy W. Wellington, Henry H. Chamberlin, and Thomas L. Nelson. The capital stock of this company was not to exceed \$100,000 in shares of \$100 each. The new company was required to complete the purchase of the assets of the old company within one year of the passage of this act.

It is not clear when the transaction was completed, but it did not require an extension of the deadline. However, the Worcester Street Railway did not begin providing service as soon as it obtained the property. Legislation approved on June 8, 1869, established special procedures for the supreme judicial court to determine whether the company was failing to provide reasonable accommodation for the transport of passengers over its track. If the court determined that the

company was failing to provide reasonable accommodation, the court was to appoint a receiver to take possession of, and sell the property of, the company.

A legal notice dated July 28, 1869, announced that Receiver Jonathan B. Sibley would sell all the tracks, property, and franchise of the Worcester Street Railway at a public auction on August 24. The property to be sold was said to include about 3½ miles of track in Worcester, a brick stable and other attached buildings; cars, sleighs, and harnesses; but not horses. The winning bid was \$25,000. Several members of the previous company were reportedly among the buyers, who formed a new Worcester Street Railway.

The first annual return filed by the directors of this Worcester Street Railway was for the year ending September 30, 1870 (the new end of the reporting year required for Massachusetts street railways). It showed a total route length of 16,020 feet, equal to 3.03 miles. The return did not state where this was, but the distance corresponds with the length of the Worcester Horse Railroad's former Main Line between Harrington Avenue and Webster Square.

Starting with the 1871 return, the Worcester Street Railway reported its length in miles rather than feet. The length reported in the years from 1871 through 1875 was 3.88 miles. The 1875 return was the first to state where the routes were. It identified them as Harrington Avenue to Webster Square and a branch from Main Street to Union Station. This station, near the former Western Railroad terminal, had also opened in 1875.

In the 1876 return, the reported mileage increased slightly, to 4.0 miles, but the route description did not change. This mileage was used in the returns through 1881. The 1882 return showed an increase to 4.898 miles, and the route description replaced the Harrington Avenue endpoint with Adams Square (Lincoln Street at Burncoat Street).

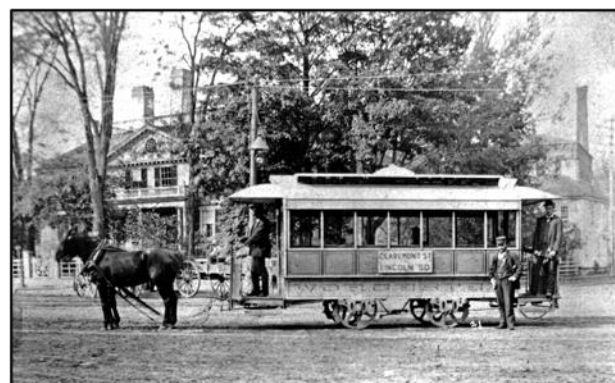


Figure 28. Worcester Horsecars

TOP: Worcester Horse Railroad car No. 5 on Main Street in central Worcester in the mid-1860s. The car is on the Front Street branch, headed for the terminal of the Western Railroad (which later became part of the Boston & Albany Railroad). In the background are the Unitarian church and two courthouse buildings. MIDDLE: Worcester horsecar of uncertain lineage on Main Street. BOTTOM: Worcester Street Railway car with employees at carbarn.

Reported mileage for the Worcester Street Railway increased to 5.33 in 1883 and to 6.631 in 1886, but the route description did not change. The added mileage may have been in additional second track.

On January 31, 1887, the Massachusetts Board of Railroad Commissioners approved the acquisition of the property of the Worcester Street Railway by the Citizens' Street Railway Company, discussed below. An act of the legislature approved on May 19, 1887, ratified this purchase and changed the name of the Citizens' Street Railway to the Worcester Consolidated Street Railway Company. The sale was completed on May 31.

Citizens' Street Railway

The first annual return of the Citizens' Street Railway was for the year ending September 30, 1886. By then, the company had a system of 6.595 track-miles in Worcester, excluding use of some tracks of the Worcester Street Railway Company. The return listed four routes. A route from Pleasant Street at Park Avenue to Union Station via Pleasant and Front Streets was a revival and extension of the Worcester Horse Railroad's Pleasant Street Branch, abandoned 20 years earlier. A map of Worcester in the 1891 Walker Atlas of Massachusetts shows a carhouse near the outer end on this line on Mason Street, just off Pleasant Street.

A branch of the Pleasant Street line, with through service from Union Station, followed West, Cedar, and Agricultural (now Russell) Streets to Highland Street. This route may already have continued, as it later did, via Highland and Boynton Streets to Worcester Polytechnic Institute.

A route beginning at North and Grove Streets (at Rural Cemetery) followed Grove and Salisbury Streets to Main Street, used the Worcester Street Railway's main line for 0.7 miles on Main Street, then branched off on Southbridge Street and continued to Stearns Square, at College Street.

The fourth route started at Main and Front Streets at Worcester City Hall and followed Front, Trumbull, Green, and Millbury Streets to Quinsigamond Village. The 1891 map shows the end of this route at what is now Blackstone River Road at Whipple Street. Construction of I-290 and state Route 146 relocated or eliminated much of the former alignment of Millbury Street.

A final return from the Citizens' Street Railway, showing its status just prior to the implementation of the Worcester Consolidated Street Railway in 1887, revealed the same mileage and route description as the 1886 return.

Worcester Consolidated Street Railway

The first return of the Worcester Consolidated Street Railway covered only the four months from June 1 through September 30, 1887. This return showed a net increase of 1.39 track-miles compared with the combined total reported by the Worcester Street Railway and the Citizens' Street Railway just prior to the merger. The reporting format at that time did not separate miles of first and second track, so double-tracking projects may have accounted for much of the increase in reported track-miles over the next few years.

The 1887 and subsequent route description were less detailed than those of the predecessor companies. In 1887, the downtown end of several of the routes was reported as Lincoln Square (Lincoln Street at Main Street) on the former Worcester Street Railway main line. Several routes were shown as terminating at New Worcester (the neighborhood around Webster Square).

The 1888 return showed no change in track-miles or route descriptions. The 1889 return showed an increase to 16.787 track-miles. The only apparent change in the route description was a half-mile extension on Grove Street from North Street to Chadwick Square (Grove Street at West Boylston Street).

The 1890 return showed an increase to 19.21 miles. The route listing included for the first time Union Station to New Worcester via Chandler Street and Park Avenue. It also included a route from Lincoln Square to Grafton Street. The 1891 map shows this route following Grafton Street as far as Grafton Square in Worcester, at Hamilton Street.

The 1891 return showed an increase to 21.11 miles. It also showed that 2.0 miles of track were being operated exclusively with electric cars, and this could have accounted for the increase in mileage. It is probable that any new track-miles added to the system after this, excluding short sections of new passing track, were electrically operated. The 2.0-mile increase is consistent with the length of a new route listed from Washington Square to Lake Quinsigamond in 1891. This line followed Shrewsbury and Belmont Streets and was electrified from the start.

The mileage operated exclusively with horsecars changed little in 1892 and 1893, while electrified mileage increased to 7.2 by 1893. However, the 1894 return showed a system total of 30.512 miles, all electrified.

The Worcester Consolidated Street Railway continued growing, both through new construction of its own and through acquisition of the assets of other street railway companies. Conversion of carlines to bus routes began in 1925. The Worcester Consolidated was reorganized under receivership in 1932 as the Worcester Street Railway. The last streetcar operation in Worcester ended in 1946.

The Worcester Regional Transit Authority (WRTA) now provides all of the local transit service in Worcester and several nearby towns.

North End Street Railway

The North End Street Railway was one of the last horse railroads built in Massachusetts. The first annual return filed by this company was for the year ending September 30, 1891. It then had one route of 0.635 miles, extending from the end of the former Worcester Horse Railroad line at Adams Square via Burncoat Street to North Avenue (now Randolph Road).

The 1892 return showed that the North End Street Railway had been extended via North Avenue, Barber Avenue, and West Boylston Street to Chadwick Square (near the present location of Quinsigamond Community College). The return also indicated that the company had begun to electrify its line, but had not yet started electric service.

The 1893 return showed that the North End Street Railway had been extended to a total of 4.995 miles and was entirely electrified. The North End made arrangements to run its cars through to downtown Worcester over the tracks of other companies. Effective August 1, 1895, the North End Street Railway was leased to and operated by the Worcester Consolidated Street Railway.

CHAPTER 22

HORSE RAILROADS IN THE CONNECTICUT RIVER VALLEY

Northampton and Williamsburg Street Railway Company/Northampton Street Railway

The first horse railroad to open in the Connecticut River Valley was the Northampton and Williamsburg Street Railway. This company was originally incorporated by an act of the legislature approved on April 4, 1865, for the purpose of building and using a street railway between the two municipalities in its name. Lewis Bodman, Thomas E. Hastings, and Joel Hayden, Jr. were the named incorporators. Capital stock was limited to \$300,000 in shares of \$100.00.

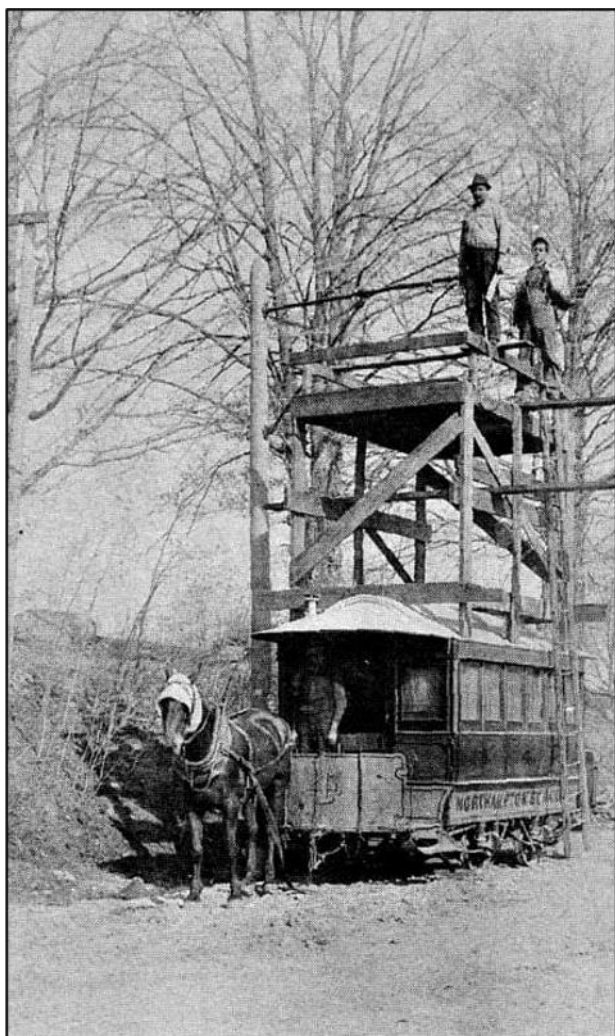


Figure 29. Electric Streetcars Triumph

A Northampton Street Railway horsecar prepares for its own demise by helping workers erect overhead wires for electric streetcars. This old passenger car has been converted to a tower work car to aid in the effort. No wonder the horse's eyes are covered!

The act of incorporation did not specify a time limit for construction, but an act approved on April 25, 1866, set a deadline of April 1, 1867, for location of the line. The first annual return filed by the company was for the year ending November 30, 1866. It showed that the line was in operation and had a length of 3.22 track-miles.

The annual returns of the Northampton and Williamsburg did not describe the route in detail. A map of Northampton in the F. W. Beers 1873 atlas of Hampshire County shows the line beginning in downtown Northampton near the corner of Main and Pleasant Streets. From there, it followed Main, Elm, North Main, Locust, and Main Streets to Maple Street in Florence Village. This would account for a distance of 2.7 miles. It is not clear from this map where the route ended. A Map in the 1891 Walker atlas of Massachusetts shows the line turning south on Maple and Pine Streets to Park Street, making a total length of 3.1 miles. What is clear is that the Northampton and Williamsburg never got as far as Williamsburg.

The total track-length of the Northampton & Williamsburg was reported as 3.22 miles each year through 1870, after which it was rounded down to 3.2. An act of the legislature

approved February 26, 1873, changed the name of the company to the Northampton Street Railway.

The reported length remained at 3.2 track-miles in all returns through 1891. In the 1892 return, the length increased slightly to 3.28 miles. The 1891 map shows the track extended a few hundred feet from Main and Pleasant Streets via Main Street and Strong Avenue to the station shared by the Connecticut River, Boston & Maine, and New Haven Railroads.

The 1893 return of the Northampton Street Railway showed the line as entirely electrified and extended to a length of 4.25 miles.

The Northampton Street Railway was never merged into a larger system. During 1933, the company completed conversion of its lines from streetcars to buses.

A strike in August 1951 shut down the Northampton Street Railway Company permanently. A new company, Western Massachusetts Bus Lines, restored bus service in Northampton, Williamsburg, Easthampton, and Amherst on January 21, 1952.

Springfield Street Railway

The first charter issued for a street railway in the Connecticut River Valley was that of the Springfield Horse Railroad, by an act of the legislature approved March 30, 1863. The named incorporators were Chester W. Chapin, George Bliss, and Henry Alexander, Junior. (Chapin was also a director of the Western Railroad, predecessor of the Boston & Albany.) The company was authorized to build a horse railroad from such point or points on Main Street in Springfield as fixed by the Springfield city council. Capital stock was limited to \$100,000 in shares of \$100.

An act of the legislature approved February 27, 1865, extended the time for construction of the Springfield Horse Railroad to March 30, 1867. However, the company failed to make sufficient progress to even file any annual returns, and lost its charter when the extended time limit for construction was passed.

An act of the legislature, approved March 16, 1868, granted a charter for the Springfield Street Railway Company. G. M. Atwater, C. L. Covell, and Ethan S. Chapin were the named incorporators. This company was authorized to build and operate a horse railroad from some convenient point or points on Main Street in the northerly part of Springfield to some convenient point or points in the southerly part of the city. The company was also authorized to build lines from Springfield into Chicopee to the north and into Longmeadow to the south. The charter was to be void unless at least one mile of track was built and in operation within two years of its approval. Capital stock was limited to \$200,000 in shares of \$100.

Legislation approved March 26, 1869, reduced the limit of capital stock for the Springfield Street Railway to \$100,000 but authorized the company to build a line from Main Street easterly through Springfield to a point near Oak Street.

The first annual return filed by the Springfield Street Railway was for the fiscal year ending September 30, 1870. It showed the line as having begun service on July 1, 1870, on 13,039 feet of track (equal to 2.47 miles), but construction was not yet complete. The route was not described.

The 1871 return showed the length of track increased to 2.71 miles, still with no description. The 1872 return showed 2.70 miles. The route was described as going from the station on North Main Street via Main and State Streets to Oak Street. This included the route authorized by the 1869 charter amendment, but only a fragment of the routes originally authorized in 1868. The station on North Main was at the carhouse at Hooker Street (current location of the Pioneer Valley Transit Authority bus garage). The distance from that station to State Street at Oak Street

via this route is about 2.45 miles, so the total of 2.70 track-miles included some passing track sections.

Legislation approved on April 2, 1873, authorized the Springfield Street Railway to extend its route from the terminus in State Street to some convenient point near Eastern Avenue. The 1873 annual return showed the original route extended to Boston Road (now also part of State Street), making a length of 3.2 miles. The distance from Oak Street to Eastern Avenue, which was where Boston Road diverged, is 0.5 miles, so the extension was apparently single track. The 1873 return also showed a branch of 0.77 miles on Main Street from State Street to Locust Street. This made a system total of 3.97 miles.

The 1874 return showed the main line cut back from 3.2 to 2.91 miles, but the branch to Locust Street was extended on that street to Mill River (at Mill Street), increasing its length to 0.89 miles. The system total miles decreased to 3.8.

In the 1875 return, the Locust Street branch was treated as the main line, and it included a northern extension on North Main Street to Wason Avenue, a distance of about 0.6 miles. The segment of the former main line on State Street was now treated as the branch, and the reported length of 1.34 miles indicates that it was reduced to single track. The total length of system track was reported as 4.37 miles. This length was reported in each return through the one for 1879.

The 1880 return from the Springfield Street Railway showed an increase in mileage to 5.58. This was the result of a new branch from State Street via Maple, Central, and Mill (now Rifle) Streets to the U.S. Water Shops at Allen Street. The Water Shops were part of the Springfield Armory. The new mileage figure was unchanged through 1883.

In the 1884 return, the mileage total increased to 8.08. The only change in the route description was a branch on St. James Avenue from State Street to Dartmouth Street. This is a distance of only 0.5 miles, so unless the system route description was incomplete, about two miles of second track must have been added during the year.

In 1885, reported total mileage increased slightly, to 8.17, with no change in the route description. In 1886, mileage increased to 9.18. A new branch from State Street via Walnut and King Streets to Eastern Avenue accounted for most of the change.

In the 1887 return, mileage increased to 13.43. The route description showed a new line starting from Main Street at Bridge Street via Bridge Street and the Old Toll Bridge (north of the present Memorial Bridge) across the Connecticut River into West Springfield. It then continued in that town on Bridge, Main, Park, and Elm Streets, but the outer endpoint was not specified.

In Springfield, a new line was shown on Lyman, Chestnut, and Worthington Streets. A map of Springfield in the 1891 Walker Massachusetts State Atlas shows the outer end of this line at Kibbe Avenue. Another new line ran north on Chestnut Street from Lyman Street to Carew Street.

The 1888 return showed another large increase in mileage, to 18.09. The route description showed the main line in Springfield extended on Main Street from Wason Avenue to the border of Chicopee, continuing in that town on Centre Street to Chicopee Centre. A branch of this line continued on Centre, Front, and Grove Streets to Church Street in Chicopee Falls. There was also a branch in Chicopee on Front Street, Market Square, and Exchange Street.

The 1889 return showed a system total of 19.03 miles. The West Springfield line was extended via Elm Street and Westfield Road (now U.S. Route 20) to the Mitteneague section of the town near Chestnut Street.

In 1890, the Springfield Street Railway reported that it was beginning to convert to electric operation. Total mileage increased to 20.75 that year, but the gain was probably in electrified miles. In 1891, only 2.35 miles were still operated with horsecars. This total dropped to 1.35 miles in 1892, and the 1893 return showed the system as fully electrified.

As an electric railway, the Springfield Street Railway continued expanding. In 1905, the New Haven Railroad gained control of the system. Some replacement of Springfield Street Railway car lines with buses began in the 1920s. The final conversions were made in 1940.

At present the Pioneer Valley Regional Transit Authority (PVRTA) provides all the local transit service in Springfield and 23 other cities and towns in the region.

Woronoco Street Railway

The Woronoco Street Railway was organized in 1890 for the purpose of building a street railway in the town of Westfield. At the time, the name Woronoco did not yet refer to a section of the town of Russell. Before Westfield was established from part of Springfield in 1669, it was known by the Native American name of Woronoake or Woronoco.

The first annual return filed by the Woronoco Street Railway was for the year ending November 30, 1891. It stated that the line was 1.5 miles long in Westfield and had been in operation for three months, but no other details about the location were provided.

The L. J. Richards Hampden County Atlas published in 1894 shows the Woronoco Street Railway at its later extent. The carhouse was located on the east side of North Elm Street, between Notre Dame Street and Powdermill Brook. From there, the carline ran south on North Elm and Elm Streets to downtown Westfield, where it turned west on Court Street. Based on the length of track reported in 1891, the end of the line was initially near what was then the State Normal School (teachers' college) and is now the Westfield Municipal Building west of Day Avenue. On North Elm Street, the carline ran directly past Westfield Station on the Boston & Albany Railroad Main Line and the New Haven Railroad's New Haven & Northampton and Holyoke & Westfield lines.

The Woronoco Street Railway's reported mileage increased slightly to 1.7 in 1892 and remained at that length for the next two years. In 1895, the Woronoco merged with the Highland Street Railway, a seasonal line opened in June 1894. This line ran west from the end of the Woronoco via Court Street and Western Avenue to Woronoco Park, a newly opened resort at what is now Park Drive. Features there included a horse racetrack. The combined lines had 3.756 track-miles.

During 1894 and 1895, the Woronoco's tracks were used for testing "Mekarski-system" compressed-air cars, by a company that hoped to mass-produce them in Westfield as an alternative to electric streetcars. This enterprise did not get beyond the testing phase.

The 1896 return showed the Woronoco Street Railway as fully electrified and extended slightly to 3.858 miles.

On April 30, 1907, the Woronoco Street Railway was consolidated with the Western Massachusetts Street Railway, which had recently completed construction of a trolley line starting from Woronoco Park and extending west through Russell to Huntington. On December 31, 1909, the Western Massachusetts Street Railway was merged into the Springfield Street Railway. In 2020, buses of the Pioneer Valley Transit Authority still covered most of the former Woronoco Street Railway route.

Holyoke Street Railway

The Holyoke Street railway was organized in June 1884. The first annual return filed by this company, for the year ending September 30, 1884, stated that a line of 2.052 miles was under construction but did not provide further details about the location.

The 1885 return showed the line of 2.052 miles as in operation but did not specify the opening date or location. The reported mileage grew each year, to 3.15 miles in 1886, 3.58 miles in 1887, 4.045 miles in 1888, and 6.336 miles in 1889, but none of the returns from these years provided details about the routes.



Figure 30. Holyoke Street Railway

TOP: Car No. 6 when new on the Holyoke Street Railway's main line to South Hadley. BOTTOM: Looking the worse for wear, car No. 10 pauses for a photo.

The 1890 return showed a decrease in reported mileage to 5.898. It also provided detailed route descriptions for the first time. The main line began at South Hadley Falls Village in the town of South Hadley, and followed Main and Bridge Streets in that town to the County Bridge (near the location of the present Vietnam Veterans Memorial Bridge across the Connecticut River) to Holyoke. In Holyoke, the line continued on County Bridge Road, Bridge, Canal, Main, Dwight, High, Appleton, Pleasant, and Lincoln Streets, ending about at Nonotuck Street near the present Kennedy Park. A branch called the Elmwood Branch ran from Appleton Street south on High, Cabot, Maple, and South Streets, Brown Avenue, and Laurel and Northampton Streets to the west end of South Street. A South Holyoke Branch ran on Main Street from Dwight Street to South Street.

The 1890 return was also the last filed by the Holyoke Street Railway as a horse railroad. The 1891 return showed the system as fully electrified, with a slight reduction to 5.696 miles.

The Holyoke Street Railway was never merged into a larger system. The company completed conversion of its system from streetcars to buses in 1937.

The Pioneer Valley Regional Transit Authority now provides the local transit service in the city of Holyoke.

CHAPTER 23

HORSE RAILROADS IN BERKSHIRE COUNTY

Berkshire County was the location of two of the last horse railroads built in Massachusetts, and both operated as such for only a few years before being electrified. Histories of both lines are included in *Berkshire Street Railway* by O. R. Cummings, published in 1972 as Transportation Bulletin No. 79 by the Connecticut Valley Chapter of the National Railway Historical Society.

Hoosac Valley Street Railway

Cummings gives the date of incorporation of this company as April 7, 1886, and the identity of the original promoters as brothers Andrew G., Charles D., and J. Elmer Haines of New York. The first annual return filed by the company, for the year ending September 30, 1886, described it as under construction. Its length was reported as 5.25 miles, extending from North Adams to the Renfrew section of Adams. Cummings says partial operation of the line began on October 9, 1886, joined by the rest on November 30 that year.

The Hoosac Valley Street Railway's 1887 return showed the length of track as 5.953 miles, and this did not change for the remainder of the company's horsecar operation. The returns never described the route in detail. Describing them now is complicated by some changes in road names and replacement of some of the roads used by more modern highways. The following description is based on information in Bulletin 79, on a map in the 1891 edition of the Walker Massachusetts State Atlas, and on the 1898 U.S. Coast & Geodetic Survey Massachusetts-Vermont Greylock Sheet.

Described from north to south, the Hoosac Valley Street Railway began at what was then the intersection of State and Main Streets in North Adams and followed a now-discontinued alignment of State Street south, crossing over the Hoosac River and under the Fitchburg Railroad Main Line and the Pittsfield and North Adams Branch of the Boston and Albany Railroad. It then joined the present alignment of State Street (now part of State Route 8).

About 300 feet south of Oak Avenue, the street railway left State Street and ran over a private right-of-way now used by Route 8 as the Curran Highway. Just south of Hunter Foundry Road, State Street now rejoins Route 8. The street railway continued south on that part of State Street, but Route 8 has been widened and straightened, resulting in abandonment or conversion to "jug handles" of some sections of the road that the street railway used.

About one mile north of the border of North Adams and Adams, the street railway had another short segment of private right-of-way now used by Route 8. State Street then makes a long crescent, which the street railway followed, to the east of Route 8. At the south end of this Crescent, State Street does not connect directly with Route 8 now, but continues on the west side. At this point, the street railway left State Street and followed the much straighter Howland Avenue, which is now part of Route 8, and continued on it into Adams. North of Renfrew, Howland Avenue turns into Columbia Street, on which the street railway continued. Beyond Columbia Street, the carline ran on Park Street, ending at Adams Station at Hoosac Street on the Pittsfield and North Adams rail line. This is now the south end of the Berkshire Scenic Railway.

The Hoosac Valley Street Railway's annual return for 1889 showed expenses for electrification. Cummings says that electric operation of the line was fully implemented about October 30, 1889.

As an electric railway, the Hoosac Valley Street Railway continued expanding. On June 30, 1906, it was merged into the Berkshire Street Railway, over which the New Haven Railroad had gained control in 1905. Between 1929 and 1932, the Berkshire Street Railway converted its system from streetcars to buses. The original Hoosac Valley Line between North Adams and Adams was converted in 1930.

Pittsfield Street Railway

The annual returns filed by this company provide little detail about its route. Cummings says the company was chartered on April 15, 1886, and that it began operating a route from downtown Pittsfield to Pontoosuc Lake on July 3 that year. The annual return for 1886 gives the length of track as 3.3 miles. This did not change for the subsequent years of operation of this company as a horse railroad.

Cummings says the line started at the Boston & Albany Railroad's Pittsfield Station on West Street near Center Street. (Redevelopment has now changed the alignment of both of these streets.) From there, the carline followed West, North, and Wahconah Streets and North Street again to Pontoosuc Lake at or near Point Pleasant. (The latter was a park owned by the street railway near the south end of the lake.)

As horsecar lines, the ends of the Pittsfield Street Railway and the Hoosac Valley Street Railway were 13 miles apart, but they were eventually linked by a trolley line. The section of North Street on which that line proceeded from Point Pleasant originally ran close to the lakeshore, from just north of Hancock Road to the border of Lanesborough. However, in the 1990s, North Street was relocated farther inland. The south end of the original alignment is now under water, the middle section is an access road to parking for the lake, and the north end is a footpath.

The Pittsfield Street Railway operated as such for four years and three months. On October 3, 1890, the assets of this company were conveyed to the newly chartered Pittsfield Electric Street Railway. The new company proceeded with plans to electrify the line, and electric service was implemented in July 1891. The return for 1891 showed a slight reduction in track mileage, to 3.0, but this may have consisted of changes in passing tracks.

New Haven Railroad interests gained control of the Pittsfield Electric Street Railway in 1910 and merged it with the Berkshire Street Railway on May 31 of that year. Electric car service on the route between Pittsfield and Pontoosuc Lake continued until 1932, when the Berkshire Street Railway replaced it with buses.



Figure 31. Pittsfield Street Railway

A four-horse open car waits at Pontoosuc Lake, the terminal of the Pittsfield Street Railway's first line. The lake is located at the north end of the city, and the railway owned a park there to attract summer ridership. This view is from 1890.

APPENDICES

APPENDIX A

INTERCITY AND REGIONAL STAGE ROUTES TO AND FROM BOSTON

Introduction

Histories of stagecoach and omnibus routes connecting Boston with cities and towns at most about 16 miles away are presented in the main body of this manuscript. Most of these routes had service daily except Sunday, and all had at least one trip arriving in Boston in the morning and one trip leaving Boston in the afternoon on the days of operation. This allowed travelers several hours to conduct professional or personal business in Boston with a same-day round-trip.

In contrast, the routes longer than about 16 miles were often served only one to three days a week, with Boston departures in the early morning and Boston arrivals in the afternoon or late evening. This appendix discusses these longer Boston stage routes. Unfortunately, very limited information has been found about Massachusetts stage routes that did not serve Boston directly, so this appendix is confined to Boston routes.

Intercity and Regional Stage Routes Serving Boston Before 1798

In the main body of this manuscript, the section headed “Massachusetts Stage Routes Before 1800” discusses the earliest attempts at operating stagecoach service to and from Boston during the 1700s. Until the late 1790s, the number of routes in operation at any one time was too small to merit publication of comprehensive lists for travelers. Consequently, most of the contemporary sources of information about such routes are in advertisements and articles in archived newspapers. At present, many of the newspapers that might contain such information have been microfilmed but not digitized. Some of the digitized collections are open only to institutional subscribers. Given these limitations, the author cannot claim that the information on eighteenth century Boston stage routes presented below is complete.

Stage Service between Boston and Portsmouth, New Hampshire

The first long-lasting stage route from Boston began in April 1761, as a weekly service to and from Portsmouth, New Hampshire. It was initially run with “a large stage-chair with two good horses well equipped.” Departures from Portsmouth were on Mondays, with overnight lodging at Ipswich the first night and arrival on Tuesday night at the Charlestown Ferry, which crossed the Charles River to Boston. (The river was not bridged at this location until 1786.) The return trips left Charlestown on Thursday mornings, with arrival in Portsmouth the next day. The fare was 13 shillings and 6 pence each way, and passengers were not required to book round-trips. A larger four-horse coach with capacity for six passengers inside was added in 1762.

In May 1763, Bartholomew Stavers advertised a new Portsmouth Flying Stage-Coach, with capacity for six persons inside. Departure from the Three Cranes in Charlestown was every Friday morning between 6:00 and 7:00 AM, running via Newbury. Departure from Portsmouth was on Tuesdays. Arrival times were not shown. A note said the stages “will put up at Inns on the Road where good Entertainment and Attendance are provided for the Passengers.” Fares from Boston were still 13 shillings and 6 pence to Portsmouth, but there was also a fare of 9 shillings to Newbury. (Newburyport was separated from Newbury in 1764.)

An ad in a Portsmouth paper in June 1764 said: “the Stagecoach will now set out at the Earl of Halifax Tavern on Tuesday mornings at nine o’clock as usual for Boston, and return on Saturdays. The price for a passenger is three dollars.” (Dollars refers here to Spanish Silver coins that were commonly accepted as money in English colonies at the time.) If Boston departures were still on Fridays, a Saturday arrival in Newburyport confirms that there was an overnight stop along the way. Another notice in October 1764 added the information that John Stavers was the keeper of the Earl of Halifax tavern.

In July 1767, a notice from Bartholomew Stavers announced that after having driven the stagecoach between Portsmouth and Boston once a week “for near seven years” he had taken the place of Post Rider by horse and was therefore offering for sale “Stage Coach, Chaise, Slay (sic), Horses, with all the tackling for each Carriage.” Interested parties were to apply to John or Bartholomew Stavers, who planned to keep running the stage once a week as usual until a purchaser appeared.

Apparently, no acceptable purchaser appeared, as notices from John Stavers published in 1771 said he was continuing to run a stagecoach or post chaise once week, leaving Portsmouth on Tuesdays and Boston on Fridays, arriving in Portsmouth on Saturdays. At this time, Stavers was worried about losing business to an opposition line. He asserted that he was the first person to have ever set up and maintained a Stage Carriage in New England and had been operating it for ten years.

Starting in July 1772, stage service between Portsmouth and Boston was advertised jointly by John Stavers and Benjamin Hart. The Stavers stage still left Portsmouth on Tuesday and Boston on Friday. The Hart stage left Portsmouth on Friday and Boston on Tuesday. The through fare on either route was \$3.00, which the proprietors claimed was as low as the fare for the same distance in any stagecoach in America. (Downtown Portsmouth is about 58 miles from downtown Boston.)

By January 1773, John Stavers was advertising his weekly stage service independently again and was showing a one-way fare reduced to \$1.50. Stavers said he was willing to run a trip on Monday as well as on Tuesday if business required it.

A notice in December 1776 from a John Greenleaf announced that he had provided himself with a “genteel coach,” which he intended to operate between Boston and Portsmouth, leaving Boston on Tuesday mornings and Portsmouth on Friday mornings. (This was the same as Hart’s 1772 schedule.)

Whether or not Greenleaf’s stage route had actually started, a notice in January 1777 announced that John Stavers, Jr. and Theodore Davis had formed a partnership for the purpose of keeping up a stage between Portsmouth and Boston on the traditional Stavers coach schedule.

Stage service between Portsmouth and Boston appears to have been suspended during most of the Revolutionary War years. However, in June 1782, John Greenleaf advertised a recently resumed service. His carriage left John Stavers’ Tavern in Portsmouth at 9:00 AM on Tuesday mornings, stopped to dine at Hampton Falls and to lodge at Newburyport, reaching the Charlestown ferry the next evening. Return trips left Boston on Friday mornings, stopped to lodge at Newburyport, and arrived at Portsmouth the next day. The through fare between Portsmouth and Boston was six dollars, with fares for shorter trips in proportion to distance.

A notice from the Newburyport Post Office in September 1784 included the information that some of the mail between Portsmouth, Newburyport, and Boston was carried on a stage leaving

Portsmouth on Tuesday mornings and arriving in Boston on Wednesdays, and on a stage leaving Boston on Friday mornings and arriving in Portsmouth on Saturdays. No other details about the stage were included. This was the last information about stage service between Portsmouth and Boston found for this study until the 1798 *Boston Directory* stage list.

Stage Service Between Boston and Newburyport

In May 1774, Ezra Lunt advertised a stage route between Newburyport and Boston. Departure from Newburyport was at 7:00 AM every Monday, with Boston arrival at an unspecified time the same day. The Newburyport departure location was Lunt's house, opposite Rev. Mr. Parson's meetinghouse. Departure from Boston was on Thursday morning from the house of Mrs. Bean on King Street. Like other stage routes, this one probably shut down during the Revolutionary War.

On June 5, 1783, three months before the formal end of the war, Ezra Lunt in partnership with Jonathan Plumer and Richard Trumbull, began advertising a resumed coach service between Newburyport and Boston. Departure days were the same as for the 1774 route. The Newburyport departure point was now listed as Ezra Lunt's Tavern. The Boston departure point was Richard Trumbull's Tavern in Charlestown. The notice said that the stage always ran through Salem and could be used to travel to or from that place.

A notice dated May 27, 1784, indicated that the stage between Newburyport and Boston had been taken over by Joseph Brown. Departure days were the same as before, but the Newburyport departure location was changed to Mr. Cary's meetinghouse and the Boston departure location was not specified. The fare was five dollars for a round-trip from Newburyport made within the same week, or three dollars for a one-way trip.

This service was apparently suspended during the winter. A short notice from Joseph Brown published on May 11, 1785, read: "If there should be sufficient Encouragement, the Stage-Coach is now ready to run from Newburyport to Boston as usual." More information about the duration of this service was not found.

Stage Service Between Boston and Providence, Rhode Island

An ad published in August 1767 said Thomas Sabin's Stage Coach set out for Boston every Tuesday morning from Richard Olney's inn in Providence. Return trips left John Barrow's inn in Boston on Thursday mornings. Travel times and fares were not shown. The ad said Sabin had obtained several sets of good horses and intended to conduct the business all summer.

In September 1774, Andrew Comstock and Samuel Baster advertised that they had relocated the Boston terminal for their Providence stagecoaches from the White Horse Tavern to Mr. Jolley Allen's in Marlborough Street. (This was not present-day Marlborough Street, but the section of present-day Washington Street between Summer and School Streets.) The ad said they would "engage to carry passengers with the greatest expedition and at the cheapest rate," but did not say how frequently their coaches ran.

As on other routes, stagecoach travel between Boston and Providence seems to have halted during the American Revolutionary War years from 1775 to 1783.

An ad published on April 19, 1786, announced a new stagecoach route between Boston and Providence, owned by Samuel Beasto, Robert Currie, James Currie, and Joseph Holmes. This service was to start on May 5, with coaches leaving each end of the route on Monday, Wednesday, and Friday. The distance was 45 miles, and the trip time was to be 10 hours. Fares were 18 shillings per passenger, with up to 14 pounds of baggage free. For greater baggage

weight there was a fee of 12 shillings per hundred pounds. To book passage, one had to apply to Ebenezer Hinkley at No. 68 Newbury Street. (This was not the present Newbury Street, which did not exist then, but the section of what is now Washington Street between Essex and Summer Streets.)

From Providence, passengers could continue to New York by sailing packet, for which the fare was 24 shillings, plus 15 shillings extra for food, excluding liquor. The ad said the trip from Boston to New York by this combination was “frequently performed in three days.”

An ad dated January 21, 1791, said that a line of coaches for Providence had relocated from the Grand Turk to the Bunch of Grapes Tavern on State Street. These coaches “will set out at any time when passengers present.”

An ad from Israel Hatch dated November 16, 1791, said Providence stagecoaches start from the Grand Turk on Newbury Street in Boston “Every day if passengers offer. The terms as low as possible.”

Another ad from Israel Hatch dated June 15, 1793, said that daily except Sunday his coaches left Boston and Providence at 5:00 AM and arrived at the opposite terminal by 5:00 PM. He had 24 horses and six coaches. The horses were changed at the half-way point in Walpole. The Boston departure points were the Grand Turk at 25 Newbury Street, Mrs. Catherine Gray’s on State Street, and Col. Colman’s on State Street. In Providence, the stops were Mrs. Rice’s at the sign of the Golden Ball, or Mr. Cogshall’s at the sign of the Coach and Horses. The fare each way was one dollar, which was “one half the customary price, and 3 shillings cheaper than any other stage.” Twenty pounds of baggage was allowed each passenger, with greater amounts charged at the rate of 6 shillings per hundred pounds. The same ad announced that at the expiration of the present contract for carrying mail between Providence and Boston, Hatch planned to carry it free to prevent further underbidding.

Stagecoach Service Between Boston and New York, New York

On February 24, 1772, a notice from Jonathan and Nicholas Brown announced that they had a plan to start a stagecoach service between New York and Boston via the Upper Post Road. For this they had built two coaches “for structure and convenience equal (if not superior) to the Providence and Portsmouth stage carriages.” They planned to begin service on the first Monday of May, with four-horse coaches leaving Hartford simultaneously for Boston and New York. Arrival in Boston (and presumably New York) was to be on Wednesday night, with return trips starting on Thursday noon and arriving in Hartford on Saturday night. After a day of rest on Sunday, passengers would continue to New York or Boston. The entire trip would take one week.

This service did not start as soon as planned. A notice from the Browns on June 24, 1772, a Wednesday, said that service was to begin that day and was to run once every two weeks, leaving Hartford for Boston and New York on Wednesdays, arriving at both endpoints on Saturdays, setting out again on Mondays, and arriving back at Hartford on Wednesday a week after having left from there. However, instead of proceeding on Thursdays, the stages were to remain in Hartford for a week and continue on the next Wednesday. A note said that if the Browns were encouraged by the result of the trial, they would increase frequency to weekly, leaving Hartford on Thursdays instead of Wednesdays. A subsequent notice said that the Boston departure point was Mr. Boardman’s on Marlborough Street.

The Brown's stage route between Boston and New York does not appear to have lasted long, and it would likely have been shut down during the Revolutionary War, if not sooner. The next news found about such a route was in a notice dated July 18, 1788. This was from Levi Pease, announcing the start of the Line of Eastern Stages between New York and Boston, to begin on July 21. Stages were to leave the General Stage Office on Cortlandt Street in New York and an unspecified location in Boston at 4:00 AM every Monday, Wednesday, and Friday, arriving at Hartford at 8:00 PM the second day after starting, resuming at 4:00 the next morning (or on Monday if arrival was on Saturday), and arriving in Boston and New York at 8:00 PM the second day after leaving Hartford. This schedule was to be maintained until November 1, after which frequency would be reduced to twice a week until the following May 1. The fare was three cents per mile in lawful money or four cents per mile in New York currency. Fourteen pounds of baggage was allowed free, but beyond that the charge for 150 pounds of baggage was the same as that for a passenger, calculated proportionally.

The Pease line of stages was successful enough that on April 26, 1793, Pease announced that he was starting a New Line of stages between Boston and New York for more rapid conveyance of mail, with the original service to be continued as the Old Line. Endpoint and Hartford departure days for the Old Line were to be shifted to Tuesday, Thursday, and Saturday at 5:00 AM, with arrival at the opposite endpoints at 7:00 PM on the fourth day after departure. The Boston departure location was the home of Levi Pease on Common Street. The New York departure point was still on Cortlandt Street.

Beginning on May 1, 1793, stages on the New Line were to leave Boston every Monday, Wednesday and Friday at 4:00 AM and arrive in New York three and a half days after leaving Boston. Departures from New York were to be at 1:00 PM on Monday, Wednesday, and Friday. The coaches on this line were to be "small, genteel and easy," with only four inside passengers allowed. Because of the faster trip and more comfortable coaches, the fare was four cents per mile versus three cents per mile on the Old Line.

As early as 1796, an alternative to the Pease Stages from Boston to New York via Hartford was a mail stage from Providence through Norwich, New London, and New Haven. An ad dated October 28, 1796, showed departures from the Golden Ball Inn in Providence at 6:00 AM on Wednesdays and Saturdays during the winter season from October 15 to April 15. Simeon Sabin and Solomon Hatch were the proprietors. Boston passengers would have had to stay overnight in Providence to connect with these trips.

Stagecoach Service Between Boston, Concord, and Lancaster, Massachusetts

An ad published in September 1773, says: "The Concord Stage Coach sets out on Tuesday and Friday mornings at 7 o'clock from Common Street near the Liberty Tree. – The Price 4s. The Stage to be continued to Lancaster if suitable Encouragement. – All favors gratefully acknowledged, by their humble Servant Nathaniel Russell."

Nothing more has been found about this route. Based on the reference to Lancaster, Concord meant Concord, Massachusetts.

Stagecoach Service Between Boston, Haverhill, Massachusetts, and Concord, New Hampshire

An ad dated April 9, 1793, announced that the Haverhill stagecoach was complete and ready for service. It was to set out on Tuesday the 16th from Chadwick's Ferry in Bradford at 6:00 AM and was expected to arrive at Isaac Abbott's in Andover before 8:00 AM, at Jones' in Wilmington by 9:00 AM, and in Boston by 1:00 PM. The return trip was to leave Mr. Nathaniel Peabody's on Union Street in Boston at 6:00 on Friday morning and was expected to arrive at

Haverhill before 1:00 PM. The route was to be run on the same days of the week every week, with frequency to be expanded to twice a week in the future. The fare was 3 cents a mile. Nathaniel Peabody was also the driver and was “too well known to require a recommendation.”

An ad dated June 22, 1793, announced that Joseph Adams proposed running a stage twice a week between Boston and Haverhill starting June 26. The stage was to leave Boston every Wednesday and Saturday, starting from Mr. Adams’s house in Centre Street at 11:00 AM, arriving at Jones’s in Wilmington by 2:00, and at Haverhill by 7:00. Departures from Haverhill were to be every Monday and Thursday by 5:00 AM and arrive at Boston by 2:00 PM. The fare was nine shillings per passenger.

The Adams stage was at least initially a competitor with, rather than a replacement for, the stage that had started a few months earlier. An ad from Adams dated August 3, 1793, announced that he was changing the Boston departure time to 5:00 AM. If there were four or fewer passengers, a post chaise with two horses was to be used. If there were more than four passengers a coach and four horses would be used. If necessary, the chaise and the coach would be sent out at the same time.

An article in the August 12, 1793, Concord, New Hampshire *Mirrou* announced that a number of gentlemen in Haverhill, Massachusetts, Chester, New Hampshire, and Concord had agreed to run a stage twice a week from Haverhill to Concord starting in early September “to communicate with the Boston Stage.”

The 1798 Boston Directory Stage List

As noted in the discussion of local stage routes, the earliest list found that attempted to include all stage routes serving Boston appeared in the 1798 edition of the *Boston Directory*. Based on other information in that edition, most of the routes listed did not exist ten years earlier, but more specific starting dates have not been found.

Fourteen routes on the 1798 list were longer than the 16-mile limit used in the main body of this manuscript, and all are discussed below. The *Directory* provides little information about the roads used between endpoints of intermediate points served, and most of the routes predated turnpike construction. A list of roads in the 1795 edition of the Isaiah Thomas *Almanac for New England* provides some clues as to routes stages may have taken. Most stage lists were arranged alphabetically by route name. In this appendix, routes are arranged geographically, but it was necessary to exercise some judgment as to which of two adjoining regions a route belonged to.

Stages Between Boston and Albany, New York

In 1798, an Albany Mail Stage left the White Horse Tavern on Newbury Street in Boston every Monday and Thursday at 6:00 AM, and it arrived at Albany every Thursday and Monday at noon. Return departure times were not shown.

The Boston departure point was not on the present Newbury Street, which did not exist then, but on the section of what is now Washington Street between Essex and Summer Streets.

Stage travel in New England was not permitted on Sundays, so an extra stopover day was required if there was a Sunday between the departure and arrival days. The 1798 list noted that the stage passed through Worcester, Brookfield, and Northampton.

The route from Boston to Albany in the 1795 almanac road list followed the old post roads. All intermediate points listed were taverns. The first outside Boston was Browns in Cambridge, three miles from Boston. The most direct route would have been over the West Boston Bridge

(built in 1793), then along the present Main Street and Massachusetts Avenue to Harvard Square. Willington's in Watertown was next, probably reached via Brattle and Mount Auburn Streets. At Watertown Square, the road to Albany joined the present U.S. Route 20, which it apparently followed (except for the Weston Center by-pass) through Weston, Sudbury, and Marlborough to Northborough.

On the west side of Northborough, present-day Route 20 diverges from the old Post Road onto the Southwest cutoff. The historic route continued via West Main Street in Northborough, Main Street in Shrewsbury, and Lincoln Street to downtown Worcester at Mower's tavern. West of the center of Worcester, the route essentially followed the present state Route 9 through Leicester, Spencer, Brookfield, Ware, and Belchertown to the Connecticut River at Hadley.

The first bridge across the Connecticut between Hadley and Northampton was not completed until October 1808, but a ferry was operating on about the present alignment of Route 9 as early as 1758. The 1798 stage list does not show intermediate towns between Northampton and Albany, but the stage most likely continued on the Post Road. West of Northampton, the road remained on the Route 9 alignment to Williamsburg. It then diverged on the present line of state Route 143 through Chesterfield, Worthington, and Peru to Hinsdale, and Route 8 to Dalton, where it rejoined Route 9 to Pittsfield. From there, the route was probably mostly on the line of Route 20 to the Hudson River at Greenbush (now Rensselaer), New York opposite Albany. The route ended with a ferry crossing.

Stages Between Boston, Providence, and New York

In 1798, a Providence and New York Southern Mail Stage left from Israel Hatch's stage office on the corner of Exchange Lane (now part of Congress Street) and State Street every Tuesday, Thursday, and Saturday at 9:00 AM, running through to New York and arriving there every Friday, Sunday, and Wednesday at noon. Trips left New York every Tuesday, Thursday, and Saturday at 10:00 AM, and arrived in Boston every Friday, Monday, and Wednesday at 2:00 PM. As mentioned, coaches were not allowed to travel within New England on Sundays, adding an extra day to trips that could not be completed between Sundays. An additional stage ran daily between Boston and Providence from the same office, but the departure time was not specified.

The stage list does not specify the route taken. In the 1795 road list, the Post Road between Boston and Providence passed through Roxbury, Dedham, Walpole, Wrentham, Attleboro, Seekonk Plain, Pawtucket, and Providence. Within Massachusetts this was probably the present Washington Street between Boston and Dedham and then the present state Route 1A to the Rhode Island border. Wood's *Turnpikes of New England* says this was the main road between Boston and Providence after the early 1750s. South of Providence, a likely routing for the stage was the Lower Post Road, which was mostly on the line of the present U.S. Route 1.

In 1798, a Providence Stage left Major King's tavern daily except Sunday at 8:00 AM. The return time was not shown. This was a competitor of the Providence stages that left from Israel Hatch's stage office and would have used the same route.

A Boston and New York Mail Stage left Levi Pease's stage office at 75 State Street every Monday, Wednesday, and Friday at 10:00 AM and was due at New York every Thursday, Saturday, and Tuesday at 11:00 AM. New York departures were at 11:00 AM on the same days as Boston departures. Boston arrivals were at noon on the same days as New York arrivals.

The stage list did not show the route, but other accounts of the Pease stage operation indicate that it ran via Springfield and Hartford. The 1795 road list shows the route to Springfield being

the same as that of the Albany route, discussed above, between Boston and West Brookfield. Beyond the center of West Brookfield, the route to New York diverged over the present State Route 67, rejoining Route 20 on the eastern edge of Palmer. It continued on Route 20 through Wilbraham to the east side of Springfield but continued to the center of that city on the present Boston Road and State Street.

On the road list, the only intermediate towns shown between Springfield and Hartford (Suffield and Windsor, Connecticut) are on the west side of the Connecticut River. The first bridge across the river at Springfield was not completed until 1805, so until then a stage, or at least its passengers and baggage and the mail, would have had to cross by ferry. For traffic heading toward Hartford, the most direct crossing would have been the South End ferry, near the present U.S. Route 5 highway bridge. From there, the stage could have accessed the present State Route 75 via School, Elm, and Silver Streets through the center of Agawam. Route 75 in both states passes through the centers of Suffield and Windsor, where it joins Connecticut Route 159, which goes to Hartford.

The intermediate towns between Hartford and New Haven shown on the road list are Wethersfield, Middletown, Durham, Wallingford, and North Haven. This suggests a routing similar to present-day Wethersfield Avenue to CT-99 in Hartford, continuing on CT-99 and 9 to Middletown, then CT-17 to Durham, and CT-68 and Durham Road to Wallingford. From Wallingford to New Haven prior to construction of the Hartford Turnpike, the routing was probably similar to that of U.S. Route 5.

On days except Sundays when the New York mail stage via Springfield was not scheduled, the Old Line Stage left Pease's stage office in Boston and the unspecified New York office with the same scheduled departure and arrival times as those of the mail stage, except that Boston arrivals were at 10:00 AM rather than noon. The routing was probably also the same as that of the mail stage.

Stages Between Boston and Monadnock Region

In 1798, a Leominster Mail Stage left the Pease stage office every Wednesday and Saturday at sunrise and was due in Leominster at 3:00 PM on the same days. Trips left Leominster every Monday and Thursday at sunrise and were due in Boston at 4:00 PM on the same days. The only intermediate points specified on the 1798 stage list are Concord and Lancaster. In 1795, a decade before construction of the Concord and Union Turnpikes, the most direct route from Boston to Concord would have been via the West Boston Bridge to Main Street in Cambridge to the present Massachusetts Avenue, continuing on the Avenue through Arlington and Lexington. A short section of the original route west of State Route 128 is now Old Massachusetts Avenue. The rest of the route to Concord Center is now North Great Road in Lincoln and Lexington Road in Concord. A likely routing from Concord to Leominster via Lancaster would have generally followed the present State Route 62 to Stow and Route 117 the rest of the way.

An Amherst (New Hampshire) Mail Stage left Major King's tavern every Wednesday at 3:00 AM and arrived at Amherst at 7:00 PM the same day. The return trip left Amherst at 3:00 AM on every Monday and arrived in Boston at 7:00 PM the same day. The only intermediate point shown in the 1798 stage list is Billerica. Before the industrialization of Nashua and Manchester, Amherst was the most important town in Hillsborough County, and it was the county seat.

The 1795 road list does not provide any clues as to the rest of the routing. An 1816 list of roads shows Amherst as an intermediate town on a route from Boston to Montreal which passed through Medford, Woburn, Billerica, Chelmsford, Tyngsborough, Dunstable (Nashua), and

Merrimack on the way to Amherst. Based on the roads that appear to have existed in 1798, the stage probably ran via the Charles River Bridge, Main Street in Charlestown, Broadway in Somerville, and Main Street in Medford, to Medford Square. It then would have used High Street at least as far as Playstead Road. More research is needed as to whether the route from there was Playstead Road, Winthrop Street, and Main Street, or High and Grove Streets to Bacon Street in what is now Winchester, but was part of Medford until 1850. From there, the probable route was Main Street, Skillings Road, and Main Street again to Woburn Center, then Winn Street to Cambridge Street in a section of Woburn that separated as Burlington in 1799. Cambridge Street would have taken the stage route to the border of Billerica. There, the name of the street changes to Boston Road, evidence of it having been part of a route to and from Boston.

North of Billerica Center, Boston Road becomes part of state Route 129. If they existed then, the most direct route to the New Hampshire border from there via Chelmsford and Tyngsborough would have been Routes 129, 4, and 3A to North Chelmsford. Before completion of the Middlesex Turnpike, the stage route probably would have diverged from Route 3A via Dunstable Road in Chelmsford and Mission, Tyng, and Old Tyng Roads in Tyngsborough, rejoined Route 3A briefly, and diverged again over Farwell Road (formerly Old Nashua Road) before rejoining Route 3A to the border.

Stages Between Boston and Merrimack Valley

In 1798, a Haverhill Stage through Andover left Mr. Peabody's tavern on Ann Street every Monday and Thursday at 6:00 AM and arrived at Haverhill at 1:00 PM on the same days. Haverhill departures were at 10:00 AM every Wednesday and Saturday, with Boston arrival at 6:00 PM on the same days. Ann Street in Boston is now North Street. The stage office was probably at the end near Dock Square.

The stage list does not show intermediate points on this route other than Andover. The route between Boston and Haverhill on the 1795 roads list ran via Medford, Woburn, and Andover. This was part of a through route between Boston and Portland, Maine, implying that there was not a more direct route between Boston and Haverhill then. Using street names as a guide, it seems likely that the route would have included Woburn and Andover Streets in Wilmington, Woburn Street in Andover, and Boston Road in Haverhill. South Main Street connects Boston Street with downtown Haverhill. More research is needed about connecting segments.

Stages Between Boston, Northeastern Massachusetts, and Portsmouth, New Hampshire

In 1798, a Portsmouth Mail Stage left Major King's tavern in Boston every Monday, Wednesday, and Friday at 3:00 AM, and arrived at Portsmouth at 6:00 PM the same days. Stages left Portsmouth every Tuesday, Thursday, and Saturday at 3:00 AM and arrived in Boston at 6:00 PM the same day. The only intermediate point included in the 1798 list was Salem. This predated turnpike construction in this area. The probable routing between Boston and Salem is described in the section on Salem stages in the main body of this manuscript.

The first bridge between Salem and Beverly was completed in 1788. Between Beverly and Newburyport, the stage probably used the Great Eastern Road, laid out in 1649 by order of the General Court. The alignment was mostly the same as that of the present State Route 1A. In the center of Ipswich, the road crossed the Ipswich River on a double-arch stone bridge, built in 1764, and still in use in 2021. The Parker River in Newburyport was bridged on the line of the Great Road in 1758.

The Merrimack River was first bridged in 1792, by a bridge from Newburyport to Deer Island and another from the island to Amesbury. These were about two miles upstream from the

historic ferry landing in downtown Newburyport. The stage probably took Merrimac Street from the Great Road to the bridges. North of the river, the route would have been mostly the present Merrill Street, Rabbit Road, and Main Street to the state line. Just north of the border, in Seabrook, the route would have joined the alignment of U.S. Route 1, which would have brought it the rest of the way to Portsmouth.

A Newburyport Stage left Mr. Peabody's tavern in Boston every Wednesday, Thursday, and Saturday at 6:00 AM, and arrived at Newburyport at 4:00 PM on the same days. Departures from Newburyport were every Monday, Tuesday, and Thursday at 6:00 PM, with Boston arrivals at 4:00 PM on the same days. The stage list did not provide additional details about the routing, but it would have been the same as that of the Portsmouth route as far as downtown Newburyport.

A Cape Ann Stage through Salem and Beverly left from the Yankee Hero tavern on Wing's Lane in Boston every Wednesday and Saturday at 8:00 AM and arrived at Cape Ann at an unspecified time the same day. The stage left Cape Ann on Tuesdays and Fridays and arrived in Boston at 4:00 PM.

Wing's Lane ran from Hanover Street to Union Street at Dock Square. It was renamed Elm Street in 1800, and it was later the starting point of several stage routes. (Elm Street was obliterated by the construction of Boston City Hall and City Hall Plaza in the 1960s.) Cape Ann would have meant Gloucester. Rockport did not become a separate town until 1840.

The stage route to Cape Ann would have been the same as the Newburyport route as far as Beverly. More research is needed as to the route a stage would have taken between Beverly and Gloucester. The most direct routing would have been on the line of the present State Route 127, if a road was open by then.

Stages Between Boston, South Shore, and Southeastern Massachusetts

In 1798, a Plymouth Mail Stage left Major King's tavern every Tuesday and Saturday at 6:00 AM and arrived at Plymouth at 4:00 PM on the same days. Stages left Plymouth every Monday and Friday at 6:00 AM and arrived at Boston at 4:00 PM on the same days. The 1798 stage list shows only Hingham as an intermediate point on the route. Before 1812, the coach route between Braintree and Hingham would have been the Old Coast Road, which included Commercial Street in Weymouth and Fort Hill Street (now partly discontinued), South Street, and North Street in Hingham, to Hingham Center. Town plans from 1794-95 indicate that from Hingham Center to Plymouth the stage route would have been along the line of the present State Routes 228 and 53 through South Scituate (Norwell) and Hanover to Pembroke, Old Washington Street and High Street into Duxbury, Route 53 again into Kingston, and Route 3A to downtown Plymouth.

A Taunton and New Bedford Mail Stage left Major King's tavern every Monday, Thursday, and Saturday at 4:00 AM; it arrived at Taunton at noon and at New Bedford at 6:00 PM the same day. Stages left New Bedford every Monday, Wednesday, and Friday at 4:00 AM and arrived in Boston at 6:00 PM on the same days. (The Monday Boston departure probably should have been shown as Tuesday, to allow one coach to cover all trips.)

The 1795 roads list shows the route from Boston to Taunton running through Milton, Canton, Sharon, and Easton. Based on information in *Turnpikes of New England*, before the construction of turnpikes, the road to Taunton entered Milton at Lower Mills and followed what are now Adams Street and Canton Avenue to the border of Canton. It continued through Canton on Washington Street and on Bay Road along the border of Sharon and Stoughton and through

Easton to the border of Raynham. From there, the present name of the road is Bay Street as far as Broadway in Taunton, which completed the route to the center of that city.

The 1795 road list does not include a route between Taunton and New Bedford. More research is needed to determine the probable stage routing.

The 1804 Massachusetts Register Stage List

After the stage list in the 1798 *Boston Directory*, the next oldest list found was in the 1804 *Massachusetts Register*, published in December 1803. Changes between the 1798 and 1804 lists are discussed below.

Stages Between Boston and Albany, New York

On the 1804 list, the departure point for the Albany Mail Stage was changed to King's Inn on Market Square, a new name for Major King's tavern. Service frequency increased to three round-trips a week, leaving Boston at 5:00 AM every Monday, Wednesday, and Friday. Intermediate points were not specified.

Stages Between Boston, Providence, and New York

Information about the Providence and New York Southern Mail Stage was more detailed in 1804 than in 1798. The departure point was identified as Oliver C. Wyman's Exchange Tavern, State Street, probably the former Israel Hatch office. There were still three departures each week, but departure days changed to Monday, Wednesday, and Friday, and departure time changed from 9:00 AM to 5:00 AM. Providence arrivals were at noon on the same days. The coaches continued to New London via Norwich, with no overnight stop, arriving at New London at 4:00 AM on Tuesday, Thursday, and Saturday. Again, without overnight stops, the first two trips passed through New Haven and arrived in New York at 11:00 AM on Wednesday and Friday. The third trip, with a required Sunday break, reached New York at 11:00 AM on Mondays. New York departure times were not shown.

On alternating days of the week in 1804, a Providence Stage left King's Inn at 8:00 AM, arriving in Providence at 6:00 PM, and a Providence Mail Stage left King's Inn at 5:00 AM, arriving in Providence at noon. Providence departures were at the same hours as Boston departures.

Information about the Boston and New York Mail Stage via Springfield was also more detailed in 1804 than in 1798. In 1804, stages left King's Inn daily except Sunday at 5:00 AM via Sudbury, Shrewsbury, Worcester, and Brookfield, arriving at Wilbraham on the same days at 11:00 PM. After a two-hour stop, stages left Wilbraham at 1:00 AM on Wednesday, Friday, and Sunday (despite bans on Sunday travel). The coaches passed through Springfield, Suffield, Hartford, and New Haven, with arrival in New York at 11:00 AM on Thursday, Saturday, and Monday. Stages left New York daily except Sunday at 10:00 AM, arriving at New Haven at 5:00 AM the next day. Departures from New Haven were at 5:30 AM every Tuesday, Thursday, and Saturday, with arrival at Brookfield at 12:30 AM on Wednesday, Friday, and Sunday. The Wednesday and Friday trips arrived in Boston at 3:00 PM the same days, but the Sunday trips were held over at Brookfield until Monday.

The 1804 list had a new entry for a Sharon Stage. Departures from King's Inn were on Tuesday and Saturday at 3:00 PM, with arrival in Sharon at 7:00. Departures from Sharon were at 5:00 AM on unspecified days, with Boston arrivals at 9:00 AM.

The 1804 list also had a new entry for a Stoughton Stage. Departures from King's Inn were on Tuesday, Thursday, and Saturday at 3:00 PM, with arrival in Stoughton at 7:00 PM.

Departures from Stoughton were at 5:00 AM, with Boston arrivals at 9:00. The Stoughton and Sharon stages appear to have been combined between Boston and Canton.

Stages Between Boston and Monadnock Region

By 1804, the departure point for the Leominster Stage had changed to Wheelock's Indian Queen Inn at 37 Marlborough Street (now the section of present-day Washington Street between Summer and School Streets.) Service frequency and departure days were the same as in 1798, but departure times were specified as 5:00 AM rather than dawn.

A stage route listed in 1804 but not in 1798 ran between Boston and Groton. Departures from Wheelock's in Boston were at 7:00 AM Wednesdays and Saturdays, with Groton arrivals at 5:00 PM the same days. Groton departures were at 7:00 AM on Mondays and Thursdays, with 5:00 PM Boston arrivals. The 1795 road list showed Groton as an intermediate point on a route from Boston to Ashburnham via Lexington, Lincoln, Concord, Acton, and Littleton. This would have overlapped the Leominster route between Boston and West Concord. It would then have generally followed the present line of state Route 119 to Groton.

Compared with 1798, service frequency in 1804 on the Amherst, New Hampshire Mail Stage from King's Inn increased to three trips a week from once weekly, leaving Boston every Monday, Wednesday, and Friday at 6:00 AM, and arriving at Amherst 12 hours later. Return trips left Amherst every Tuesday, Thursday, and Saturday at 6:00 AM. Connecting coaches left Amherst for Windsor, Vermont, every Tuesday and Saturday.

There were also two competing Amherst Mail Stages. One left from French's Tavern in Back Street (in the present Government Center area) every Wednesday and Saturday at 6:00 AM. Return trips left Amherst on Mondays and Thursdays at 6:00 AM. The trip time was 12 hours each way. An Amherst and Windsor Mail Stage left from Oliver C. Wyman's at 75 State Street every Wednesday and Saturday at 5:00 AM, but the return schedule was not shown.

Stages Between Boston, Merrimack Valley, and Portsmouth

A Haverhill and Portsmouth Stage was listed in 1804 in place of the Haverhill stage of 1798. The departure point on Ann Street was now listed as Mr. Evans' Tavern. Service had increased to daily (presumably except Sunday), with Boston departures at 4:00 AM and Haverhill arrivals at 11:00 AM. Portsmouth arrival and departure times were not shown. Haverhill departures (probably by coaches starting from Portsmouth) were at 11:00 AM, with Boston arrivals at 7:00 PM.

In addition, in 1804, possibly representing only a seasonal time adjustment, there was a listing for a Portsmouth Mail Stage via Medford, Woburn, Wilmington, Andover, Haverhill, and Exeter. This stage left Evans' Tavern daily at 5:00 AM and stopped at Haverhill to dine and exchange passengers with the Portsmouth stage. Each stage then returned to its point of origin, arriving at Boston or Portsmouth at 6:00 PM the same day.

Stages Between Boston, Northeastern Massachusetts, Portsmouth, and Portland

By 1804, the Portsmouth Mail Stage via Salem had been extended to Portland, with Newburyport also listed as an intermediate stop. Departures from Boston were daily except Sundays at 1:00 PM, with arrival at Newburyport at an unspecified time the same evenings. After an overnight stop, the stage continued to Portland, arriving 11:00 AM. Portland departures were at 11:30 AM, with evening arrival and stopover at Newburyport. Boston arrivals were at 7:00 PM the next day. On Tuesday, Thursday, and Saturday, a connecting stage left Portland for Wiscasset, Maine, arriving there the same evenings. Departures from Wiscasset were on

Monday, Wednesday, and Friday, with Portland arrivals in the evening, thus same-day connections to the Boston stage were not provided.

The departure point for the Newburyport Stage changed to King's Inn. Frequency increased to daily except Sunday, with departure times still 6:00 AM from each end of the route and arrival times still 4:00 PM.

The 1804 list did not show a Cape Ann Stage route.

Stages Between Boston, South Shore, and Southeastern Massachusetts

The Plymouth Mail Stage still ran only two days a week in 1804, but departures had changed to 5:00 AM on Tuesdays and Fridays, with Plymouth arrivals at 5:00 PM on the same days. Return trips left Plymouth at 5:00 AM on Mondays and Thursdays, with Boston arrivals at 7:00 PM. Hingham was still the only intermediate point listed.

The only change in service on the Taunton and New Bedford Mail Stage in 1804 compared with 1798 was that the Monday Boston departure was changed (or corrected) to Tuesday.

A new route listed in 1804 ran from Boston to Somerset, across the Taunton River by ferry from the newly established town of Fall River. Somerset stages left King's Inn at 7:00 AM every Wednesday and Saturday, and they were due at Somerset at 5:00 PM the same days. Somerset departures and Boston arrivals were on Tuesdays and Fridays, with the same departure and arrival times as those of the southbound trips. The Somerset route probably followed the same alignment as the New Bedford route as far south as Taunton. The 1795 roads list shows the route between Taunton and Somerset passing through Dighton. Turnpikes had not yet been built over any part of the route.

The 1805 Boston Directory Stage List

After the 1804 *Massachusetts Register* stage list, the next list found was in the 1805 edition of the *Boston Directory*. Compared with the 1804 list, it had the following additions or revisions.

Stages Between Boston and Albany, New York

In 1805, the Albany Mail Stage had one intermediate stop listed at Worcester. The name of the Boston departure point on Market Square was changed from King's Inn to Daggett's Inn. Added information was that Albany arrivals were at 4:00 PM every Monday, Wednesday, and Friday. These were the same days of the week as Boston departures. The stage list in the 1807 Boston Directory, discussed below, provides more details on how the trip was segmented.

Stages Between Boston, Providence and New York

There was no listing for a Providence and New York Southern Mail Stage in 1805, but two Providence Stage lines were listed. One stage left from Daggett's daily at 8:00 AM and arrived at Providence at 4:00 PM the same day. A new Providence stage line had daily departures from Williams' Inn (formerly Wheelock's) on Marlborough Street, daily at 8:00 AM, with Providence arrivals at 5:00 PM. On both lines, Providence departures were also at 8:00 AM, with Boston arrivals at the same times as Providence arrivals.

Boston departures for the New York Mail Stage via Springfield were shown as only Tuesday, Thursday, and Saturday. The daily departures shown in 1804 may have been incorrect, as the stage continued only three days a week beyond Wilbraham. Otherwise no changes were indicated.

The 1805 list shows the operating days for the Sharon Stage increased to Tuesday, Thursday, and Saturday.

Stages Between Boston and Hartford

Appearing for the first time on the 1805 list was a Hartford Stage, identified as “Middle Road, New Line of Stages.” Departures were from Bradley’s Inn on Brattle Street every Monday, Wednesday, and Friday at 5:00 AM, with arrival in Hartford at 10:00 AM the next day. The same days and hours applied to trips from Hartford to Boston.

Historically, the Middle Road from Boston to Hartford ran through Dedham, Medfield, Medway, Bellingham, Milford, Mendon, Uxbridge, and Douglas in Massachusetts, and through Thompson, Pomfret, Willington, Mansfield, Coventry, and East Hartford in Connecticut. Between about 1800 and 1810, an end-to-end series of turnpikes superseded the historic road, with a combination of upgraded sections and new alignments. The Hartford stage probably used these turnpikes as they opened.

One of these was the Hartford and Dedham Turnpike. Wood says in *The Turnpikes of New England* that the route was High Street from Dedham Center to Westwood Center, then Hartford Street in Westwood and Dover, Cedar Hill and Main Streets in Medfield, and Main Street in Millis and Medway to a junction with Ninth Massachusetts Turnpike in the northeast corner of Bellingham. Wood describes the route of the latter turnpike as Hartford Street in Bellingham, Westcott’s Road (a name no longer used) in Mendon, and “apparently Northeast and Southwest Main Streets in Douglas” to the border of Connecticut. In Uxbridge, the route would have been on Hartford Avenue.

Stages Between Boston and Monadnock Region

No change in service was indicated for the Leominster Mail Stage in 1805.

In 1805, the Boston departure time for the Groton Stage was shown as 4:00 AM rather than 7:00 and the Groton arrival time as 7:00 PM rather than 5:00. (These arrival and departure times are questionable, as the return trips were still shown as leaving Groton at 7:00 AM and arriving in Boston at 5:00 PM on both service days.)

In addition to the Leominster and Groton stages, a Concord (Mass.) Stage left from Williams’ on an unspecified schedule.

The only Amherst Mail Stage listed in 1805 left from French’s Inn at an unspecified time every Monday and Friday, with arrival at Amherst the same day and Windsor the next day. Return trips also left Windsor every Monday and Friday, with arrival at Amherst the same day and Boston the next day. In addition, an Amherst Stage without mail left French’s Inn at an unspecified time every Monday, arriving at Amherst the same day and returning to Boston the next day.

Stages Between Boston, Merrimack Valley, and Portsmouth

Partly replacing one of the Amherst stages in 1805, a Chelmsford and Billerica Stage left French’s at 10:00 AM on Tuesday, Thursday, and Saturday mornings and arrived at Howard’s at the head of the Middlesex Canal in Chelmsford (now Lowell) the same evening. Return trips were at the same time on the next days (but probably on Monday instead of Sunday).

The Haverhill and Portsmouth Stage listed in 1804 was identified in 1805 only as a Portsmouth Stage. The departure location on Ann Street was now called Palmer’s. Boston departures were at 6:00 AM and Portsmouth arrivals at 4:00 PM.

Stages Between Boston, Northeastern Massachusetts, Portsmouth, and Portland

The Boston departure time of the Portland Mail Stage was shown in 1805 as noon rather than 1:00 PM, and the overnight stop was changed from Newburyport to Portsmouth. The connecting

Wiscasset stage left Portland on Tuesdays, Thursdays, and Sundays, but it didn't arrive in Wiscasset until the following days. On Mondays and Wednesdays, the stage continued from Wiscasset to Camden, arriving there on Tuesdays and Thursdays. Westbound stages departed Camden on Tuesdays and Thursdays, and Wiscasset on Mondays and Wednesdays, with Portland arrivals on Tuesdays and Thursdays.

The Newburyport Stage from King's Inn was replaced by a Newburyport Stage from Palmer's, with departures from Boston daily except Sunday at 2:00 PM and Newburyport arrivals at 8:00 PM. Return schedules were not shown.

A Cape Ann Stage was not listed in 1804, but a Gloucester Stage was shown in 1805. It left from Mrs. Marean's on Elm Street (probably the former Yankee Tavern) every Tuesday, Thursday, and Saturday at 10:00 AM, and arrived at Gloucester at 5:00 PM. Return trips left Gloucester at an unspecified time on Monday, Wednesday, and Friday and were due in Boston at 1:00 PM.

Stages Between Boston, South Shore, and Southeastern Massachusetts

Service on the Plymouth Mail Stage had increased to four days a week in 1805, with Boston departures every Tuesday, Wednesday, Friday, and Saturday at 5:00 AM and Plymouth arrivals at 5:00 PM on the same days. Plymouth departures were at 5:00 AM on Monday, Tuesday, Thursday, and Friday, with Boston arrivals at 7:00 PM on the same days. The Wednesday and Friday trips from Boston and the Tuesday and Thursday trips from Plymouth also served Duxbury, but Hingham was no longer shown as an intermediate stop.

The schedule of the Taunton and New Bedford Mail Stage was the same in 1805 as in 1804. However, it was supplemented by a Taunton Stage leaving Daggett's every Tuesday, Thursday, and Saturday at 8:00 AM and arriving in Taunton at 4:00 PM. Return trips left Taunton every Monday, Wednesday, and Friday at 9:00 AM and arrived in Boston at 4:00 PM. This replaced the Somerset Stage that appeared in the 1804 list but was not shown in 1805.

The 1807 Boston Directory Stage List

After the 1805 *Boston Directory* stage list, the next list found was in the 1807 edition of the same publication.

Stages Between Boston and Albany, New York

The 1807 list provided more details about the Albany Mail Stage than previous lists did. In 1807, the Boston departure point was Lamphear's coffee house at 24 Hanover Street. Departures were still on Monday, Wednesday, and Friday, but at 8:00 AM instead of 5:00 AM. The stage arrived at Brookfield the same day at 5:00 PM and made an overnight stop. Resuming from Brookfield at 5:00 AM on Tuesday, Thursday, and Saturday, the stage proceeded as far as Worthington, Massachusetts, arriving there at 6:00 PM for another stopover. The Saturday arrival did not continue until Monday. The Tuesday and Thursday arrivals continued on Wednesday and Friday. All trips left Worthington at 5:00 AM and were due at Albany at 6:00 PM on the same days.

Return trips left Albany at 5:00 AM on Tuesday, Thursday, and Saturday, the days following arrivals from Boston. Arrival at Worthington for an overnight stay was at 6:00 PM on the first night. The stages left Worthington at 5:00 AM on Wednesday, Friday, and Monday and arrived at Brookfield at 6:00 PM on the same days for another stopover. The final segment of the trip had a 7:00 AM departure from Brookfield on Thursday, Saturday, and Tuesday, with a 7:00 PM

Boston arrival. This schedule resulted in eastbound and westbound passengers stopping over at Brookfield and at Worthington on the same nights.

This Albany Stage probably made use of the Third Massachusetts Turnpike, which opened between Northampton and Pittsfield through Worthington in 1802.

Stages Between Boston, Providence, and New York

The New York Mail Stage via Providence, which was not included in the 1805 list reappeared by 1807, in place of one of the Providence stage listings. It was described as leaving Daggett's in Boston every Monday, Wednesday, and Friday at 3:00 AM, with arrival at Providence at 10:00 AM, Norwich at 7:00 PM, and New London at 10:00 PM the first day. On the second day, the stage left Saybrook at 6:00 AM, Guilford at 10:00 AM, and New Haven at 1:00 PM. New York arrivals were at 10:00 AM on the second day after departure for Monday and Wednesday Boston departures, with an additional Sunday rest day for Friday departures.

The opposition Providence Stage was running from Lamphear's, with daily Boston departures at 8:00 AM and Boston arrivals at 5:00 PM.

By 1807, the New York Mail Stage via Springfield ran daily except Sundays. Boston departures were at 3:00 AM from Lamphear's, with arrival at Worcester at 11:00 AM and at Brookfield at 2:00 PM. On Tuesday, Thursday, and Saturday, the stage arrived at Springfield at 10:00 PM, and it continued south to Suffield, Connecticut, arriving there at 3:00 AM on Wednesday, Friday, and Sunday (unless the Saturday trip was held at Springfield to avoid Sunday travel). After a two-hour stop in Suffield to distribute mail, the stage proceeded at 5:00 AM, arriving at Hartford at 7:00 AM and New Haven at 10:00 AM. Arrival in New York was at 6:00 AM on the following days. On Monday, Wednesday, and Friday, the stage ran from Brookfield to Hartford via Brimfield Massachusetts and Stafford Springs, Connecticut, and it is not clear if it continued beyond Hartford. No details were provided about the eastbound trips.

The 1807 list no longer showed a Sharon Stage. Operating days for the Stoughton Stage were changed to Monday, Thursday, and Saturday from Tuesday, Thursday, and Saturday.

Stages Between Boston and Hartford

In 1807, there were two other Hartford Stages. The Middle Road stage Boston departure location had changed to Withington's hotel on Bromfield Lane (now Bromfield Street). The only change from 1805 in the schedule was that departures were at 4:00 AM instead of 5:00. The second Hartford stage, identified as Steel's Mail, left Clark's inn in Boston every Tuesday at 9:00 AM, and arrived in Hartford via an unspecified route on Thursday at 4:00 PM. The return trip left Hartford on Friday at 2:00 PM and was due in Boston on Saturday at 10:00 AM. The much faster eastbound trip suggests that most of the mail delivery or pick-up was done westbound.

Stages Between Boston and Monadnock Region, Windsor, and Burlington

Service on the Leominster Stage route was still the same in 1807 as in 1805 and 1804.

By 1807, the Groton Stage was replaced with a Groton, Keene, and Walpole Mail Stage, passing through Concord and Groton in Massachusetts, New Ipswich, Jaffrey, New Marlborough, Keene, and Walpole, New Hampshire, and Windsor, Vermont to Hanover New Hampshire. Departures from Williams' inn in Boston were every Monday, Wednesday, and Friday at 3:00 AM. Hanover arrivals were at 7:00 PM on Tuesday, Thursday, and Saturday. The southbound schedule had the same departure days and times as the northbound, except that Boston arrivals were at 8:00 PM.

Connecting stages left Walpole at 6:00 on the mornings after stage arrival from Boston, proceeding through Vermont via Rockingham, Rutland, and Burlington Bay to Montreal. Arrival times and return departure times were not shown.

The Concord (Mass.) Stage that appeared in 1805 was not listed in 1807.

In 1807, the departure point of the Amherst (N. H.) Mail Stage was William Patterson's tavern (formerly French's inn) on Back Street. Departures were at unlisted times on Mondays and Fridays, with Amherst arrivals the same evening. On Tuesdays and Saturdays, stages left Amherst at 6:00 AM and arrived at Windsor at 6:00 PM. Southbound stages left Windsor on Mondays and Fridays at 5:00 AM, and they arrived at Amherst the same evenings. The stages continued from Amherst at unspecified times on Tuesdays and Saturdays, arriving in Boston the same evenings.

A connecting stage left Windsor at 4:00 AM on Wednesday (the morning after a stage arrival from Boston) and arrived in Burlington at 9:00 AM on Friday. The return trip was shown as leaving Burlington at 3:00 PM on Friday and arriving at Windsor at 3:00 PM on Tuesday. These days may have been transposed in the list. To make the fastest connection to Boston, the stage should have left Burlington on Tuesday, arriving at Windsor on Thursday to connect with the Friday departure.

The 1807 list didn't include a Chelmsford and Billerica Stage. However, an Amherst Stage without mail left Patterson's every Wednesday at 6:00 AM, arriving in Amherst the same evening. The return trip left Amherst at 6:00 AM every Thursday, arriving in Boston the same evening.

Stages Between Boston, Merrimack Valley, and Portsmouth

The Portsmouth Stage via Haverhill was identified in 1807 as the Portsmouth Mail Stage through Exeter, Haverhill, Andover, Wilmington, and Medford. It left Palmer's in Boston daily at 6:00 AM, stopping at Andover to dine, and to exchange passengers with the Portsmouth stage. The stages from Boston and Portsmouth then returned from Andover to their starting points, where they were due at 6:00 PM.

Stages Between Boston, Northeastern Massachusetts, Portsmouth, and Portland

In 1807, the Portland Mail Stage was identified as the Eastern Mail Stage. The Boston departure point was Lamphear's, with departures daily except Sunday at 10:00 AM. Arrival times were 3:30 PM at Newburyport and 7:00 PM at Portsmouth on the first day, and 2:00 AM at Kennebunk, 4:00 AM at Saco, and 8:00 AM at Portland on the second day. Return trips left Portland daily except Sunday by 4:00 AM, arriving at Saco at 6:30 AM, Kennebunk by 8:00 AM, Portsmouth by 1:30 PM, Newburyport by 5:30 PM and Boston by 11:00 PM.

On Tuesday, Thursday, and Saturday, a connecting stage left Portland for Wiscasset at 9:00 AM, arriving there at 9:00 PM on the same days. On Wednesday and Friday, a stage left Wiscasset for Camden at 7:00 AM, arriving there at 7:00 PM. Southbound stages left Camden on Tuesdays and Thursdays at 6:00 AM and arrived at Wiscasset at 6:00 PM. Stages left Wiscasset on Monday, Wednesday, and Friday at 7:00 AM and arrived in Portland at 7:00 PM; through passengers had to wait until 2:00 AM for a connecting stage for Boston.

A Newburyport and Portsmouth Stage via Salem left Palmer's daily except Sunday at 11:00 AM, arriving at Salem at 1:00 PM, Newburyport at 5:00 PM, and Portsmouth at 8:30 PM. Return trips left Portsmouth daily except Sunday at 6:00 AM, arriving at Newburyport at 10:00 AM, Salem at 1:30 PM, and Boston at 4:00 PM.

The Newburyport Stage from Palmer's was shown in 1807 as running "over the turnpike." This was the Newburyport Turnpike, completed in the spring of 1805. It is now the line of state Route 99 between Charlestown and Saugus, U.S. Route 1 from Saugus to the southern edge of Newburyport, and State Street within Newburyport. Stages on this route left Palmer's daily except Sunday at 3:00 PM and arrived at Newburyport at 8:30 PM. Return trips left Newburyport daily except Sunday at 1:30 PM and were due in Boston at 7:00 PM.

By 1807, service on the Gloucester Stage increased to daily except Sunday. The Boston departure time changed to 11:00 AM, but Gloucester arrival was still at 5:00 PM. The Gloucester departure time was still not shown, but Boston arrival time remained at 1:00 PM, which would have been possible with a 7:00 AM start.

Stages Between Boston, South Shore, and Southeastern Massachusetts

Service on the Duxbury and Plymouth Mail Stage was cut back to three days a week by 1807. Trips left Patterson's in Boston at 5:00 AM every Monday, Wednesday, and Friday and were due in Plymouth at 4:00 PM. Return trips left Plymouth 5:00 AM every Tuesday, Thursday, and Saturday and were due in Boston at 4:00 PM. All trips served Duxbury.

The schedule of the Taunton and New Bedford Mail Stage was the same in 1807 as in 1805 and 1804, but the additional tri-weekly Taunton Stage was no longer listed.

The 1809 Boston Directory Stage List

Stages Between Boston and Albany, Providence, Hartford, and New York

After the stage list in the 1807 *Boston Directory*, the next list found was in the 1809 edition of the same publication. The 1809 list provided fewer details about most of the routes.

By 1809, Boston departures of the Albany Mail Stage changed to Tuesday, Thursday, and Saturday at 5:00 AM. Boston arrivals changed to Monday, Wednesday, and Friday at 5:00 PM.

The Boston departure time for the New York Mail Stage via Providence changed from 3:00 AM to noon, still on Monday, Wednesday, and Friday. The opposition Providence Stage still had the same schedule in 1809 as in 1807, but the Boston departure point had moved to Withington's.

The departure point for the New York Mail Stage via Hartford had changed to Jones' & Upham's (formerly Daggett's) at Market Square by 1809. The trips that by-passed Springfield via Stafford Springs changed to the Monday, Wednesday, and Friday Boston departures, still at 3:00 AM. The Tuesday, Thursday, and Saturday departures ran via Springfield and left Boston at noon.

Information for the Stoughton Stage was the same in 1809 as in 1807.

By 1809, the Boston departure point for the Hartford Middle Road Stage had changed to Withington's. Boston departures were still at 4:00 AM on Monday, Wednesday, and Friday, but Boston arrivals, still on Tuesday, Thursday, and Saturday, changed from 10:00 AM to 5:00 PM. The once-a-week Hartford Steel's Mail listed in 1807 wasn't listed in 1809.

Stages Between Boston and Monadnock Region, Windsor, and Burlington

Service on the Leominster Stage was still unchanged in 1809 from past years, but the name of the inn on Marlborough Street from which the stage departed had changed again, from Williams' to Forbes'.

The only change in the schedule of the Groton and Walpole Stage was that Boston arrivals were at 7:00 PM instead of 8:00. There was also a new stage line to Keene, New Hampshire,

with Boston departures at 4:00 AM on Wednesday and Friday and return arrivals at an unspecified time on Tuesday and Thursday. Lamphear's and Withington's were both listed as Boston departure points.

In 1809, the Boston departure point for Amherst Stages was Dyer's, formerly Patterson's on Back Street. The Amherst and Windsor Mail Stage still ran two days a week, but the Boston departure time was specified as 4:00 AM on Monday and Friday, and the Boston arrival time as 6:00 PM on Tuesday and Saturday. The Boston departure time of the Amherst Stage without Mail changed from 6:00 AM to 8:00 AM, still on Wednesday only. The Boston arrival time was specified as 5:00 PM, still on Thursday only.

Stages Between Boston, Merrimack Valley, and Portsmouth

By 1809, service on the Portsmouth Mail Stage via Andover and Exeter was reduced to three trips a week, leaving Boston at 5:00 AM on Tuesday, Thursday, and Saturday and arriving in Boston at 6:00 PM on Monday, Wednesday, and Friday. On days (except Sunday) when the Portsmouth Mail Stage didn't run, a stage ran from Boston to Concord, New Hampshire via Andover, with the same Boston departure and arrival times as those of the Portsmouth stage. Passengers may have had to change stages at Andover on either route.

Stages Between Boston, Northeastern Massachusetts, Portsmouth, and Portland

By 1809, the Boston departure point for the Eastern Mail Stage had changed from Lamphear's to Hale's (formerly Palmer's) on Ann Street. The Boston arrival time was shown as 11:00 AM rather than 11:00 PM, but this may have been an error.

The Boston departure time of the Newburyport and Portsmouth Stage through Salem changed from 11:00 AM to 10:00 AM, and the Boston arrival time changed from 4:00 PM to 11:00 AM.

The Boston departure time of the Newburyport Stage via the Turnpike changed from 3:00 PM to 6:00 AM. The Boston arrival time changed from 7:00 PM to 2:00 PM.

By 1809, the name of the location on Elm Street from which the Gloucester Stage departed changed from Mrs. Marean's tavern to Smith and Patten's inn. Boston departures changed from 11:00 AM to 2:00 PM, and Boston arrivals changed from 1:00 PM to 10:00 AM. This made same-day round-trips from Gloucester to Boston possible.

Stages Between Boston, South Shore, Southeastern Massachusetts, and Newport

By 1809, the Duxbury and Plymouth Mail Stage was replaced by a Plymouth and Sandwich Mail Stage, leaving from Jones' and Upham's in Boston every Tuesday, Thursday, and Saturday at 5:00 AM and arriving in Boston every Monday, Wednesday, and Friday at 4:00 PM.

By 1809, the Taunton and New Bedford Stage was replaced by a New Bedford Stage, leaving from Withington's. Boston departures were every Monday, Wednesday, and Friday at 5:00 AM. Boston arrivals were every Tuesday, Thursday, and Saturday at 2:00 PM. No intermediate points were listed.

A new Newport Stage was listed in 1809. Departures were daily from Withington's at 4:00 AM. Boston arrivals were at 5:00 PM.

The 1811 Nathanael Low's Almanack Stage List

After the stage list in the 1809 *Boston Directory*, the next list found was in the 1811 edition of Nathanael Low's *Almanack*. Most of the 1811 listings included only the Boston departure times, and they had no arrival times.

Stages Between Boston and Albany, Providence, Hartford, and New York

The Albany Mail Stage was still running three days a week, but Boston departures had shifted to Monday, Wednesday, and Friday at 6:00 AM. The departure point had changed to Boyden's Inn at Dock Square (Jones' and Upham's in 1809).

In 1811, there was no listing for a New York Mail Stage via Providence, but there was a listing for a Providence Mail leaving Clark's Tavern (formerly the Yankee Hero on Wing's Lane) on Monday, Wednesday, and Friday at noon. There was no listing for an opposition Providence Stage, but a baggage wagon left Clark's at unspecified times three days a week.

The 1811 *Almanack* showed the Stoughton Stage still having Boston departures at 3:00 PM on Monday, Thursday, and Saturday.

A New York Mail Stage via Hartford was still shown as leaving Boston daily at 3:00 AM, but no details about route variations were provided. There was a new listing for a New York Slow Mail, leaving Boyden's on Tuesday, Thursday, and Saturday at 9:00 AM, with no information about routing.

The Boston departure schedule for the Hartford Middle Road Stage was the same in 1811 as in 1809.

Stages Between Boston and Monadnock Region, Windsor, and Burlington

Service on the Leominster Stage was still unchanged from past years, except that the name of the departure inn had reverted to the Indian Queen. There was a new listing for a Lunenburg Stage, leaving from Withington's at 5:00 AM on Thursdays.

The Groton and Walpole stage was identified in 1811 as the Groton, Keene, and Walpole Stage. Boston departures were reduced to Wednesday and Saturday only, still at 3:00 AM. There was no listing for a separate Keene Stage. However, there was a new listing for a Hanover, New Hampshire Stage, leaving from Brooks' tavern on Elm Street, three times a week on unspecified days, at 5:00 AM. Brooks' was not a location previously listed as a stage office.

By 1811, the Amherst and Windsor Mail Stage was replaced by an Amherst, Windsor, and Burlington Mail Stage. It left from Boyden's on Monday, Wednesday, and Friday at 6:00 AM. There was no listing for an Amherst Stage without Mail.

Stages Between Boston, Merrimack Valley, Northeastern Mass., Portsmouth, and Portland

By 1811, the Portsmouth Stage via Andover was cut back to a Haverhill Stage, with daily departures from Boston at 5:00 AM. No Concord, New Hampshire route variation was listed.

By 1811, the Boston departure point for the Eastern Mail Stage had moved back to Lamphear's. Boston departures, daily except Sunday, were at 5:00 AM in the winter and at 10:00 AM in the summer. This route still had connections in Maine at least as far as Wiscasset, but schedule details were not included.

In 1811, there were Newburyport Stage departures from Hale's on Ann Street daily except Sunday at 4:00 AM and at noon. The list did not specify if the earlier trips still ran via the Newburyport Turnpike, or the later trips still ran via Salem and continued to Portsmouth.

The Gloucester Stage still ran daily except Sunday in 1811, but the Boston departure time was shown as 10:00 AM instead of 2:00 PM.

Stages Between Boston, South Shore, Southeastern Massachusetts, and Newport

In 1811, the Plymouth and Sandwich Mail Stage still left Boston on Tuesday, Thursday, and Saturday at 5:00 AM. Additional information was that the Plymouth arrival time was 4:00 PM, but the Sandwich arrival time was still not shown.

The New Bedford Stage still left Withington's in Boston on Monday, Wednesday, and Friday at 5:00 AM. In addition, a Taunton Mail Stage left Withington's at 4:00 AM on Tuesday, Thursday, and Saturday. It arrived at Taunton at noon and continued to New Bedford. There was also still a Newport Stage, leaving Withington's daily at 5:00 AM.

The 1812 Nathanael Low's Almanack Stage List

The 1812 edition of Low's *Almanack* provided some additional details about stage routes, as well as showing some changes since the 1811 edition.

Stages Between Boston and Albany, Providence, Hartford, and New York

In 1812, Boston departures of the Albany Mail Stage had changed back to Tuesday, Thursday, and Saturday at 3:00 AM. Boston arrivals were at 6:00 PM Monday, Wednesday, and Friday.

A listing for New York Mail Stage via Providence reappeared in place of the Providence Mail. Boston departures from Clark's were on Monday, Wednesday, and Friday at 10:00 AM. There were three new Providence Stage lines not listed in 1811. One stage left Boyden's daily at 6:00 AM, with return Boston arrivals at 2:00 PM. Another left Withington's daily at 6:00 AM. The third left from Granger's (probably Calvin Granger's coffee house at Brattle Square) daily at 6:00 AM.

In 1812, Stoughton Stage departures from Boston were shown as increased to Monday, Tuesday, Thursday, and Saturday, with departure time changed to 4:00 PM from 3:00.

The 1812 listing for the New York Mail Stage via Hartford specified that the trips leaving Boston on Tuesday, Thursday, and Saturday ran via Springfield, and that trips leaving on Monday, Wednesday, and Friday ran via Stafford.

The 1812 listing for the Hartford Middle Road Stage showed service increased to daily instead of three days a week.

Stages Between Boston and Monadnock Region, Windsor, and Burlington

In place of the long-established Leominster Stage, the 1812 list showed a Concord, Leominster, and Brattleboro Stage, leaving Withington's at 5:00 AM on Tuesday, Thursday, and Saturday. Boston arrivals were on Monday, Wednesday, and Friday at an unspecified time.

In place of the Lunenburg Stage of 1811, the 1812 list included a Winchendon Stage, through Concord, Harvard, and Lunenburg. It left from Boyden's at 7:00 AM on Wednesday and Saturday, and arrived back at 6:00 PM on Friday and Monday.

In 1812, the Groton, Keene, and Walpole Stage listing was replaced with one for a Groton, Walpole and Burlington Stage. It left from Withington's on Monday, Wednesday, and Friday at 3:00 AM. Return trips arrived in Boston on Tuesday, Thursday, and Saturday at 7:00 PM.

Instead of the Hanover, New Hampshire Stage listed in 1811, the 1812 list had a Burlington, Vermont Stage through Hanover. It left from Bradley's at 4:00 AM on Monday, Wednesday, and Friday. Boston arrivals were at 7:00 PM on Tuesday, Thursday, and Saturday.

The Amherst, Windsor, and Burlington Mail Stage was cut back again to an Amherst and Windsor Mail, leaving Boston on Monday and Friday at 5:00 AM, and arriving back on Tuesday and Saturday at 6:00 PM. The Amherst Stage without Mail reappeared, leaving Boston at 8:00 AM on Wednesdays.

Stages Between Boston, Merrimack Valley, Northeastern Mass., Portsmouth, and Portland

By 1812, service on the Haverhill Stage through Andover was cut back to Boston departures at 11:00 AM on Tuesday, Thursday, and Saturday. Boston arrivals were at an unspecified time on Monday, Wednesday, and Friday.

In 1812, the Eastern Mail Stage left from Hale's at 8:00 AM in summer and 10:00 AM in winter. No details were provided about destinations served, either directly or through connections.

The 1812 list specified that the Newburyport Stage via the Turnpike was a local, continuing to Portsmouth and Portland. It left Hale's at 6:00 AM in the summer and at 8:00 AM in the winter. The Newburyport Stage with an unspecified route still left Hale's at noon daily except Sunday.

By 1812, the Boston departure time of the Gloucester Stage had changed again, to 11:00 AM.

Stages Between Boston, South Shore, Southeastern Massachusetts, and Newport

The 1812 list showed the same Boston departure schedule for the Plymouth and Sandwich Mail Stage as in 1811 but added the information that Boston arrivals were on Monday, Wednesday, and Friday at 5:00 PM.

Information for the Monday, Wednesday, and Friday New Bedford Stage in 1812 included that it ran via Bridgewater. The Taunton Stage that continued to New Bedford still left on Tuesday, Thursday, and Saturday at 4:00 AM. The Boston departure time for the daily Newport Stage changed to 4:00 AM, with the added information that Boston arrivals were at 5:00 PM.

Two 1814 Stage Lists

The 1814 editions of the *New England Almanack* and the *Massachusetts Register* both include lists of stages from Boston. Both publications would have been issued late in 1813. The lists generally agree about the routes being operated but have some differences about days of the week when service was run, departure times, and departure locations. The *Almanack* list specifies that "every day" excludes Sundays.

Stages Between Boston and Albany, Providence, Hartford, and New York

The 1814 *Almanack* list shows the Albany Stage still leaving from Boyden's at Market Square on Tuesday, Thursday, and Saturday at 3:00 AM. The *Register* list shows it leaving from Earl's on Hanover Street (possibly former Lamphear's) on Monday, Wednesday, and Friday, still at 3:00 AM. These may have referred to two different route variations.

Neither 1814 publication lists a New York Mail Stage via Providence. Both publications show a Providence Stage leaving Trask's (formerly Withington's) on Bromfield Lane daily except Sunday at 6:00 AM, and another leaving Clark's at 10:00 AM. The *Almanack* identifies the 6:00 AM trip as an accommodation and the 10:00 AM trip as a mail stage, while the *Register* transposes these designations. Neither list includes a Providence stage from Granger's.

In 1814, service on the Stoughton Stage route is shown as back to the tri-weekly schedule shown before 1812.

Both 1814 lists identify the two variations of the New York Mail Stage via Hartford as the Mail, leaving at 10:00 AM on Tuesday, Thursday, and Saturday, and the Slow Mail, leaving on Monday, Wednesday, and Friday at 9:00 AM. The route via Springfield would have been longer than the route via Stafford Springs but may still have been faster because of road conditions.

Both 1814 lists show the Hartford Middle Road Stage reduced to tri-weekly service again, leaving Trask's on Monday, Wednesday, and Friday at 3:00 AM (*Register*) or 4:00 AM (*Almanack*).

Stages Between Boston and Monadnock Region, Windsor, and Burlington

Both 1814 lists show a Leominster Stage but do not show any other locations served. The *Register* says it leaves Trask's Tuesday, Thursday, and Saturday at 4:00 AM. The *Almanack* says it leaves Wednesday and Saturday at 5:00 AM.

Both 1814 lists show a new Sterling Stage, leaving Trask's every Tuesday at 6:00 AM.

Both 1814 lists show the Winchendon Stage still leaving Boston at 7:00 AM on Wednesday and Saturday. The *Almanack* still shows the departure point as Boyden's, but the *Register* says Trask's.

The 1814 *Register* identifies the Groton stage as Groton and Keene Stage, leaving Trask's Monday, Wednesday, and Friday at 2:00 AM. The 1814 *Almanack* calls it the Groton, Keene and Walpole Stage, leaving Monday, Wednesday, and Friday at 3:00 AM.

Both 1814 lists indicate that the Burlington, Vermont service has been separated from the Hanover, New Hampshire service. The *Almanack* shows the Hanover Stage leaving Davenport's (at Dock Square) Monday, Wednesday, and Friday at 3:00 AM. The *Register* lists the departure time as 4:00 AM and the location as Hatch's but agrees on the days. Both lists show the Burlington Stage leaving Davenport's on Tuesday, Thursday, and Saturday, but neither one gives a time.

Both 1814 lists include an Amherst Stage leaving Davenport's at 5:00 AM. The *Almanack* shows the days of operation as Tuesday, Thursday, and Saturday, but the *Register* says Monday and Friday.

Stages Between Boston, Merrimack Valley, Northeastern Mass., Portsmouth, and Portland

Both 1814 lists show the departure days of the Haverhill Stage changed to Tuesday, Thursday, and Friday, and the departure time changed to 10:00 AM.

In 1814, the *Register* shows the departure time of the Eastern Mail Stage as 11:00 AM, while the *Almanack* shows 10:00 AM.

Both 1814 lists still show a Newburyport Stage leaving Hale's daily except Sunday at noon. The Portsmouth and Portland Stage leaves Hale's at 7:00 AM daily except Sunday, according to the *Register*. (The times shown in the *Almanack* appear to be for different trips.)

The 1814 *Almanack* list still shows the departure time of the Gloucester Stage as 11:00 AM, but the *Register* shows it changed to 9:00 AM.

Stages Between Boston, South Shore, Southeastern Massachusetts, and Newport

Both 1814 lists show the Plymouth and Sandwich Stage still leaving from Boyden's at 5:00 AM on Tuesday, Thursday, and Saturday.

Both 1814 lists show the New Bedford Stage, the Taunton Stage, and the Newport Stage still operating on the same days as in 1812, but with the Boston departure times changed to 5:00 AM from 4:00 AM.

The 1816 Boston Directory Stage List

After the 1814 *Massachusetts Register* and the 1814 *New England Almanac*, the next list of Boston stages available at this writing was a partial copy of a list in the 1816 edition of the *Boston Directory*, probably issued at mid-year.

Stages Between Boston and Albany, Providence, Hartford, and New York

The 1816 Directory shows two route variations for service between Boston and Albany. The Boston departure point for both variations is shown as No. 1 Dock Square. On Tuesday, Thursday, and Saturday, mail stages leave at 2:00 AM for Albany via Springfield. On Monday, Wednesday, and Friday, mail stages leave at 2:00 AM for Albany via Northampton. Return arrivals in Boston via this variation are at 8:00 PM on Tuesday, Thursday, and Saturday. Arrival times via Springfield are not legible on the available copy.

The 1816 *Directory* list includes a New York Mail Stage via Providence, missing from the 1814 lists. Departures are daily at 9:00 AM from Mrs. Trask's, with return arrivals at 5:00 PM. Also listed in 1816 is a Providence Mail leaving from 1 Dock Square daily at 10:00 AM and arriving back at 5:00 PM.

The 1816 list does not have an entry for a Stoughton Stage. However, it has an entry for a Sharon Stage, previously included on 1804 and 1805 lists. Departures in 1816 are at 3:00 PM on Saturday from 1 Dock Square. Boston arrivals are at 10:00 AM on Saturday. These are extensions of trips on the Canton Stage route, discussed in the main body of the manuscript.

A New York Commercial Mail is listed as running via Worcester and Stafford, leaving from Dock Square daily at noon. Boston arrivals from New York were at 11:00 PM.

The available copy of the 1816 list has a fragment of an entry for a Framingham stage not included on earlier lists. Departures are from Henderson's on Elm Street, but other information is missing.

In place of the listing for the Hartford Middle Road Stage in 1816 is one for a New York Middle Line. Boston departures are at 2:00 AM Monday, Wednesday, and Friday from 1 Dock Square. Boston arrivals are at 8:00 PM on Tuesday, Thursday, and Saturday.

Stages Between Boston and Monadnock Region, Windsor, and Burlington

The 1816 list does not have entries for stages from Boston to Leominster, Sterling, or Winchendon. The Groton stage is identified as Lunenburg and Groton. Departures from Trask's in Boston are at 8:00 AM on Thursday only. Boston arrivals are at 5:00 PM on Friday. Keene stages (possibly running via Groton) leave Trask's at 2:00 AM on Tuesday and Saturday. Return arrivals are at 6:00 PM on Monday and Friday.

The 1816 *Directory* shows stages for Hanover, N.H. via Concord, N.H. leaving Boston from Barnard's on Elm Street at 4:00 AM on Monday and Friday. Return arrivals are at 7:00 PM on Tuesday and Saturday.

The 1816 Directory also shows a route to Burlington via Amherst, Windsor, and Montpelier. Boston departures from Bradley's on Back Street are at 3:00 AM on Monday and Friday. Boston arrivals are at 8:00 PM on Wednesday and Sunday. These trips also serve Hanover. If there is a separate entry for an Amherst Stage, it is on a section of the list that is missing from the available copy.

Stages Between Boston, Merrimack Valley, Northeastern Mass., Portsmouth, and Portland

The 1816 *Directory* shows the stage for Haverhill via Andover leaving from Wildes' on Ann Street at 10:00 AM on Tuesday, Thursday, and Saturday. Boston arrivals are at 1:00 PM on Monday, Wednesday, and Friday.

The 1816 *Directory* shows the Eastern Mail Stage leaving from Wildes' on Ann Street daily at 2:00 PM, running through Salem, and arriving at Portsmouth at 9:00 PM and at Portland at 10:00 AM the next day. Boston arrivals are daily at 1:00 AM.

The *Directory* shows a Newburyport stage leaving from Clark's in Boston at 6:00 PM on Tuesday and Friday, with trips from Newburyport arriving in Boston at 11:00 AM on the same days. Part of the listing for the Portsmouth stage is missing. What is included is that it leaves from Wilde's on Ann Street daily except Sunday.

In the 1816 *Directory*, an entry for a Gloucester stage would have been on a section of the list that is missing from the available copy. The *Directory* has a new entry for a Salem and Beverly stage. Departures are at 4:00 PM from Wilde's on Ann Street, and Boston arrivals are at 10:00 AM. Frequency is not specified.

Stages Between Boston, South Shore, Southeastern Massachusetts, and Newport

Information for the Plymouth and Sandwich Stage is the same on the 1816 list as on the 1814 lists, except that the departure location is shown as 1 Dock Square instead of Boyden's. The 1816 list adds the information that Boston arrivals are at 5:00 PM on Monday, Wednesday, and Friday.

The 1816 list also includes an entry for a Duxbury and Marshfield stage, not shown on the 1814 lists. Boston departures are at 7:00 AM on Saturday from Buckminster's. Boston arrivals are at 5:00 PM on Friday.

The 1816 list has two entries for New Bedford stages. One route is shown as having Boston departures from 1 Dock Square at 4:00 AM on Monday, Wednesday, and Friday, and Boston arrivals at 5:00 PM on Tuesday, Thursday, and Saturday. The other route is identified as New York and New Bedford Mail. Boston departures are at 4:00 AM on Tuesday, Thursday, and Saturday from Mrs. Trask's. Boston arrivals are at 6:00 PM on Monday, Wednesday, and Friday. Presumably, the mail continued from New Bedford to New York by sailing ship. Steamboat service to Massachusetts ports had not yet started in 1816.

The 1816 list does not include routes to Taunton or Newport.

The 1820 Massachusetts Register Stage List

After the 1816 *Boston Directory*, the next list of Boston stages available at this writing was in the 1820 edition of the *Massachusetts Register*, published at the end of 1819.

Stages Between Boston and Albany, Providence, Hartford, and New York

In 1820, the Albany stage via Northampton leaves from Earl's (or Earle's) on Hanover Street on Monday, Wednesday, and Friday, still at 2:00 AM. Boston arrivals are at 8:00 PM on Tuesday, Thursday, and Saturday. The route via Springfield has Boston departures from Earle's on Tuesday, Thursday, and Saturday at 2:00 AM, and Boston arrivals on Monday, Wednesday, and Friday at 9:00 PM. There are also two stage lines to Albany not listed in 1816. One runs via Greenfield and Williamstown, from Boyden's, but arrival and departure times are not listed. Boyden's, listed as at Market Square in 1814, is on Bromfield Lane in 1820. A Brattleboro and Albany Mail Stage leaves from Boyden's on Monday, Wednesday, and Friday at 1:00 AM, with

return arrivals on Tuesday, Thursday, and Saturday at 8:00 PM. (This may be an alternate description of the route via Greenfield and Williamstown.)

There is no listing for a New York Mail Stage via Providence in 1820. However, there is a New York Steamboat Line via Providence and Norwich (by stage as far as Norwich) with Boston departures from an unspecified location on Sunday, Tuesday, and Thursday at 4:00 AM. In the summer, the departure time changes to 5:00 AM, with the same departure days. It is specified that in summer, the stage leaves from Davenport's and that Boston arrivals are on Tuesday, Thursday, and Saturday at 10:00 PM.

In addition to the boat stages, a Providence Stage leaves from Boyden's on Monday, Wednesday, and Friday at 7:00 AM. The list says Boston arrivals are on Tuesday, Thursday, Saturday, and Sunday at 9:00 AM, but as discussed in the 1823 listings, this may be partly an error. The Providence Mail Stage leaves from Davenport's daily except Sunday at 9:00 AM, with Boston arrivals at 5:00 PM.

The 1820 list has no entries for routes named alphabetically beyond Salem, so it cannot be determined if the Saturday-only Sharon Stage trips listed in 1816 were still running in 1820.

In 1820, the New York Commercial Mail via Worcester, Stafford, and Hartford leaves Earle's daily at 1:00 AM instead of Dock Square at noon. Return arrivals in Boston are changed to midnight from 11:00 PM.

The Framingham Stage, for which little information was found for 1816, is still listed in 1820. Boston departures are on Wednesday and Saturday at 2:00 PM, from Patterson's. Boston arrivals are on Tuesday and Friday at noon.

In 1820, New York Middle Line stages leave from Earle's on Monday, Wednesday, and Friday at 5:00 AM, compared with 2:00 AM in 1816. Boston arrivals are at 6:00 PM on Tuesday, Thursday, and Saturday, instead of 8:00 PM. In the summer, instead of going to Hartford, the stage is diverted to Norwich for a steamer connection to New York. Departure days change to Tuesday, Thursday, and Sunday, still at 5:00 AM, with Boston arrivals at 10:00 PM on the same days.

Stages Between Boston and Monadnock Region, Windsor, Burlington, and Montreal

In 1820, Groton is still an intermediate point on a Lunenburg and Groton Stage, now leaving Boyden's at 8:00 AM on Tuesday, Thursday, and Saturday, and arriving back at 6:00 PM on Monday and Wednesday.

The 1820 list does not show the route between Boston and Hanover, New Hampshire that appeared in the 1816 list. However, the number of entries for routes between Boston and Burlington, Vermont increases to three:

A Montreal Mail Stage via Walpole, Windsor, Hanover, and Burlington, leaves Boyden's at 2:00 AM on Monday, Wednesday, and Friday, with returns due back in Boston at 6:00 PM on Tuesday, Thursday, and Saturday.

A Burlington Stage via Amherst, Windsor, and Montpelier leaves from Chamberlain's (formerly Dyer's) on Back Street on Tuesday and Friday at 2:00 AM. Boston arrivals are on Thursday and Sunday evenings. This is the only listed route that includes Amherst.

A Burlington Stage via the Londonderry Turnpike and Concord and Hanover, New Hampshire leaves from Barnard's on Elm Street at 5:00 AM on Monday, Wednesday, and Friday and is due back at 5:00 PM on Tuesday, Thursday, and Saturday.

Stages Between Boston, Concord, New Hampshire, and Merrimack Valley

In 1820 a Concord New Hampshire Mail Stage leaves from Wilde's (formerly Hale's) at 4:00 AM on Monday, Wednesday, and Friday, and is due back at 5:00 PM on Tuesday, Thursday, and Saturday.

In 1820, the Boston departure and arrival days and Boston departure time of the Haverhill Stage are the same as in 1816, but Boston arrival time changes to 2:00 PM from 1:00 PM.

Stages Between Boston, Northeastern Massachusetts, Portsmouth, and Portland

In 1820, the Eastern Mail Stage leaves Wilde's every day at 2:00 AM versus 2:00 PM in 1816. Return arrivals have changed to 10:00 PM from 1:00 AM. Times at Portsmouth and Portland are not shown.

In the 1820 list, separate entries for stages to Newburyport and Portsmouth are replaced with one entry for Newburyport and Portsmouth Accommodation Stages. These leave Wilde's daily at 8:00 AM and noon. Boston arrivals are at 1:00 and 7:00 PM.

In 1820, the departure point of the Gloucester Stage is Pettes and Hamilton's on Elm Street. The departure time is 11:00 AM. Boston arrival time is noon. The Beverly Stage leaves from Hammond's on Brattle Street daily except Sunday at 4:00 PM. Boston arrivals are at 11:00 AM, so day-trips to Boston are feasible.

Stages Between Boston, South Shore, Southeastern Massachusetts, and Newport

By 1820, the Plymouth and Sandwich Stage has been extended to Falmouth. The departure point is listed as Davenport's. Boston departures are at 4:00 AM instead of 5:00, still on Tuesday, Thursday, and Saturday. Boston arrivals are 4:00 PM instead of 5:00, still on Monday, Wednesday, and Friday.

In place of the Duxbury and Marshfield stage that appeared in 1816, the 1820 *Register* list shows a Duxbury Stage. Boston departures are at 5:00 AM from Davenport's on Tuesday, Thursday, and Saturday and at 8:30 AM on Monday, Wednesday, and Friday.

A stage list in the 1820 *Boston Directory* also shows a Scituate and Marshfield Stage leaving Davenport's at 8:00 AM on Wednesday and Saturday.

In 1820, a New Bedford Stage via South and East Bridgewater leaves from Davenport's on Monday, Wednesday, and Friday at 7:00 AM, with return arrivals 6:00 PM on Tuesday, Thursday, and Saturday. A competing Bridgewater and New Bedford Stage leaves from Pettes and Hamilton's on Monday, Wednesday, and Friday at 5:00 AM, with Boston arrivals on Tuesday, Thursday, and Saturday at 5:00 PM.

A New Bedford and Newport Stage has Boston departures at 4:00 AM from Boyden's on Tuesday, Thursday, and Saturday. Boston arrivals are at 6:00 PM on Monday, Wednesday, and Friday. This would have been an indirect way of going to Newport, so it may actually have required a transfer at Taunton for passengers going to or from one of the outer terminals. This is the same schedule as that of the line identified in 1816 as New York and New Bedford Mail, so one entry or the other may have listed the destination incorrectly.

A more direct Bristol and Newport Stage (probably via Taunton and Fall River) leaves Boyden's at 4:00 AM on Monday, Wednesday, and Friday in 1820. Return arrivals are on Tuesday, Thursday, and Saturday at 6:00 PM.

Taunton is not mentioned specifically in any of the 1820 listings. If there had been a separate Taunton stage, it would have been on the section of the list left out of the 1820 *Register*.

The 1823 Boston Directory Stage List

After the 1820 *Massachusetts Register* list, the next stage list found was in the 1823 edition of the *Boston Directory*, probably issued at mid-year. The 1823 list provides more details about routings than the 1820 list.

Stages Between Boston and Albany and Intermediate Points

Two Albany Mail Stages are listed in 1823. The route identified in 1820 as via Northampton is described in 1823 as through Framingham, Worcester, Belchertown, Northampton, Pittsfield and New Lebanon. The route identified in 1820 as via Springfield is described in 1823 as through Sudbury, Northborough, Worcester, Brookfield, Springfield, Stockbridge, and Greenbush. The only change in the schedules of either variation is that in 1823, Boston arrivals are at 7:00 PM instead of 9:00 PM. The 1823 list does not show stages to Albany via Greenfield and Williamstown or via Brattleboro.

In 1823 there is a Worcester Accommodation Stage, through Sudbury, Northborough, Marlborough, and Shrewsbury. It leaves Earl's on Hanover Street on Monday, Wednesday, and Friday at 9:00 AM and arrives back on Tuesday, Thursday, and Saturday at 3:00 PM. It may also have existed in 1820, but as noted above, the 1820 alphabetical list appears to have been cut-off before the end.

By 1823, the departure location for the Framingham Stage changes to Morse's at 22 Hanover Street. Boston departures are still at 2:00 PM on Wednesday and Saturday, but Boston arrivals, on Tuesday and Friday, change to 11:00 AM.

Appearing in 1823 but not in 1820 or earlier available lists is a Mendon Accommodation Stage through Brighton, Needham (Wellesley), Sherburne (Sherborn), and Milford. Stages on this route leave from Shepherd's on Bromfield Lane on Tuesday, Thursday, and Saturday at 1:00 PM and arrive in Boston at noon on Monday, Wednesday, and Friday. Between Boston and Brighton, the route may have run through Roxbury and Brookline. It would have passed through Newton and would have followed present State Route 16 for most of the way beyond West Newton. This route intersects the Middle Road to Hartford at Mendon, but the schedules do not allow convenient transfers with Middle Line stages.

Stages Between Boston and Providence, Hartford, and New York

As in 1820, no New York Mail via Providence is listed in 1823. A stage connecting to a Providence Steam Boat Line leaves from Boyden's on Tuesday and Friday at 11:30 AM. Boston arrivals are on Thursday and Sunday night. The transfer point to the boat is not specified, but the later Boston departure time compared with 1820 suggests it is at Providence rather than Norwich.

The 1823 listing identifies the Providence Stage from Boyden's as the Providence Mail. It shows Monday, Wednesday, and Friday departures at 7:30 AM, versus 7:00 in 1820. However, the 1823 list also shows Sunday, Tuesday, and Thursday Boston departures, rather than arrivals at 9:00 AM, and it shows Boston arrivals daily at 5:00 PM.

The 1823 list does not show a Providence stage from Davenport's. A Despatch Line Stage, apparently from Boyden's, leaves daily except Sunday at 1:00 PM. Boston arrivals are at 11:00 AM. These stages pass through Roxbury, Dedham, Walpole, Attleboro, and Pawtucket. ("Despatch" was used in the names of some transportation lines to make them sound faster than their competitors, but it does not seem to have required them to meet specific standards.)

The 1823 list does not have entries for either a Sharon Stage or a Stoughton Stage.

In 1823, the New York Commercial Mail is shown as leaving Boston at 1:00 PM, versus 1:00 AM shown in 1820, but the other details are unchanged.

In 1823, New York Middle Line stages leave Earle's in Boston on Tuesday, Thursday, and Saturday at 2:00 AM, and they arrive back on Monday, Wednesday, and Friday at 7:00 PM. The route runs through Dedham and Medfield in Massachusetts, then through Thompson, Ashford, Hartford, and New Haven in Connecticut.

Stages Between Boston and Monadnock Region, Windsor, Burlington, and Montreal

The 1823 list shows a Winchendon Stage, via Lexington, Concord, Harvard, Lunenburg, and Fitchburg. Stages leave Morse's on Hanover Street in Boston at 8:00 AM on Tuesday and Thursday and at 5:00 AM on Saturday, and arrive back at 5:00 PM on Monday, Wednesday, and Friday. Although Groton is not on the list of intermediate points, it is probably on the route. Previously, Winchendon had been listed as a stage destination on lists in 1812 and 1814.

The 1823 list includes a new stage line to Keene, New Hampshire on the "Ashby Road" through Lexington, Concord, Littleton, and Groton. Boston departures are at 4:00 AM from Morse's on Monday, Wednesday, and Friday, but Boston arrival times are not shown.

A Barre (Massachusetts) Stage leaves Boyden's on Tuesday, Thursday, and Saturday at 6:00 AM. Return trips arrive in Boston at 6:00 PM on Monday, Wednesday, and Friday. The route runs through Watertown, Weston, Lincoln, Sudbury, Bolton, Lancaster, Sterling, and Hubbardston.

Three stage lines from Boston to Burlington, Vermont are listed in 1823, with connections to Montreal via Lake Champlain steamboats:

The route "via Windsor" runs via Medford, Burlington, Chelmsford, Tyngsboro, and Dunstable in Massachusetts; Amherst, Mount Vernon, Hillsborough, Goshen, Newport, and Claremont in New Hampshire; and Windsor, Hartland, Woodstock, Royalton, Brookfield, Barre, Montpelier, Moretown, Bolton, and Williston in Vermont. Stages on this route leave Boyden's in Boston on Monday, Wednesday, and Friday at 7:00 AM. Boston arrivals are at 2:00 PM on Tuesday, Thursday, and Saturday.

A route identified as the Mail Pilot, runs via Medford, Andover, and Methuen, Massachusetts; Salem, Londonderry, Chester, Concord, Boscawen, Salisbury, Enfield, Lebanon, and Hanover, New Hampshire; and Royalton, Randolph, Williamstown, Barre, Montpelier, and Waterbury, Vermont. Stages on this route leave Barnard's at 9 Elm Street at 7:00 AM on Monday, Wednesday, and Friday, and are due in Burlington at 4:00 PM on Wednesday, Friday, and Sunday. Return trips leave Burlington on Tuesday, Thursday, and Saturday at 4:00 AM, after the arrival of the steamboat from St. John's, Quebec and arrive in Boston "on the third day, to dine"

The third Burlington route is identified as the Whitehall and Burlington Steam Boat Line. It runs through Concord and Groton, Massachusetts; New Ipswich and Keene, New Hampshire; and Bellows Falls, Chester, Ludlow, Rutland, Brandon, and Middlebury, Vermont. Boston departures are from Morse's at 3:00 AM on Tuesday, Thursday, and Saturday. Connecting stages leave Rutland for Whitehall, New York on Tuesday and Saturday.

Stages Between Boston, Concord, N.H., Merrimack Valley, and Dover, N.H.,

The Concord, New Hampshire Stage leaves Barnard's at 4:00 AM on Tuesday, Thursday, and Saturday. Return trips arrive in Boston at 5:00 PM on Monday, Wednesday, and Friday. The

route runs through Andover and Haverhill, Massachusetts, and through Chester and Pembroke, New Hampshire.

A new route that appears on the 1823 list is a Chelmsford Accommodation Stage. It leaves Boyden's in Boston at 4:30 PM on Tuesday, Thursday, and Saturday. Boston arrivals are at 10:00 AM on Monday, Wednesday, and Friday. The route runs through Medford and Billerica. A similar route had been run in 1805, with a different schedule.

In 1823, the only changes in the long-established Haverhill Stage compared with 1820 are that in 1823, it is called the Haverhill Accommodation, and the name of the departure point has changed to Wild's and Hosmer's. The route is described as running via Malden, Reading, Andover, and Bradford. (Part of the former town of Bradford, Massachusetts, was later annexed by Groveland, with the remainder eventually annexed by Haverhill.)

A separate Andover Stage via Reading leaves Hosmer's daily except Sunday at 3:00 PM. Boston arrivals are at 10:00 AM. This schedule allows daytrips from Andover to Boston.

Haverhill is also on a new route from Boston to Dover, New Hampshire, via Kingston, Exeter, Newmarket, and Durham. Stages on this route leave Davenport's on Monday, Wednesday, and Friday at 8:00 AM, and arrive back in Boston at 6:00 PM on Tuesday, Thursday, and Saturday.

Stages Between Boston, Northeastern Massachusetts, Portsmouth, and Portland

By 1823, the Boston departure point of the Eastern Mail Stage is relocated to Davenport's. Boston departures are still at 2:00 AM and arrivals at 10:00 PM, daily. The Newburyport stages have also relocated to Davenport's. There are still departures daily except Sunday at 8:00 AM and noon, but only the 8:00 AM trip continues to Portsmouth. Stages originating in Newburyport arrive in Boston at 1:00 PM, but the arrival time of the Portsmouth stage is not shown. All trips run via Salem, but the trips ending in Newburyport run via Ipswich, while those continuing to Portsmouth run via Topsfield (on the Newburyport Turnpike) and also stop at Hampton, New Hampshire.

In 1823, the Gloucester stage is identified as Gloucester and Cape Ann, suggesting that it continues to Rockport (still part of Gloucester until 1840). The departure point is called Hamilton's on Elm Street. The Boston departure time has changed to 2:30 PM and the Boston arrival time to 10:00 AM. There is no listing in 1823 for a stage line terminating in Beverly, but one of the trips each way on the Salem stage route probably continues to or from Beverly.

Stages Between Boston, South Shore, Southeastern Massachusetts, and Newport

South of Boston, by 1823, the departure point of the Plymouth and Falmouth Mail has moved to Hamilton's. Boston departure and arrival days are the same as in 1820, but the Boston departure time has changed to 3:00 AM. North of Plymouth, the route runs through Quincy, Hingham, Scituate (probably the part that is now Norwell), Hanover, and Duxbury.

An additional stage runs to Plymouth via Dorchester, Quincy, Hingham, Scituate, Hanover, Duxbury, and Kingston. It leaves from Boyden's on Tuesday, Thursday, and Saturday at 10:00 AM. Return trips arrive in Boston on Monday, Wednesday, and Friday at 1:00 PM.

The 1823 list does not show a Duxbury Stage. It does show a Marshfield Stage via Quincy, Hingham, and Scituate. This appears to be the same stage identified as Scituate and Marshfield in 1820. It leaves Boyden's on Wednesday and Saturday at 9:00 AM. Return trips arrive in Boston on Tuesday and Friday at 4:00 PM.

As in 1820, there are several stage routes between Boston and New Bedford in 1823. Stages on a New Bedford route via Dorchester, Quincy, Abington, Bridgewater, Middleborough, and Rochester leave Boyden's at 5:30 AM Monday, Wednesday, and Friday. Boston arrivals are at 5:00 PM on Tuesday, Thursday, and Saturday.

A New Bedford Mail Stage via Quincy, Weymouth, Abington, Bridgewater, and Middleborough leaves from Hamilton's at 6:00 AM on Monday, Wednesday, and Friday. Boston arrivals are at 5:00 PM on Tuesday, Thursday, and Saturday. At Bridgewater, a connecting stage runs through Halifax, Plympton, and Kingston to Plymouth.

A Newport, Taunton, and New Bedford Stage is described as running through Roxbury, Milton, Sharon, Easton, Taunton, Middleborough, Freetown, Fairhaven, and Rochester. South of Taunton, this would be very indirect, so it may include a connecting branch. Boston departures are from Shepherd's on Bromfield Lane on Tuesday, Thursday, and Saturday at 4:00 AM. Boston arrivals are at 6:00 PM on Monday, Wednesday, and Friday. Alternating with these trips, a Taunton, Bristol, and New Bedford Stage leaves Shepherd's on Monday, Wednesday, and Friday at 4:00 AM. Boston arrivals are at 6:00 PM on Tuesday, Thursday, and Saturday. These stages run via Roxbury, Milton, Stoughton, and the Taunton Turnpike.

By 1823, a Bridgewater and Randolph Stage leaves from Shepherd's on Tuesday, Thursday, and Saturday at noon. Boston arrivals are at noon on Monday, Wednesday, and Friday. This route runs through Dorchester, Milton, Randolph, North Bridgewater (Brockton), and West Bridgewater to South Bridgewater (Bridgewater).

The 1825 Massachusetts Register Stage List

After the stage list in the 1823 *Boston Directory*, the next list found was in the 1825 edition of the *Massachusetts Register*, published late in 1824.

Stages Between Boston and Albany

The 1825 *Mass. Register* list shows no changes in the service on either variation of the Albany Mail Stage listed in 1823. However, this list also shows a Brattleboro and Albany Mail. It leaves from Farnsworth & Brigham's (formerly Morse's) at 22 Hanover Street at 2:00 AM on Monday, Wednesday, and Friday. Boston arrivals are at 9:00 PM on Tuesday, Thursday, and Saturday. This is similar to the information for a route that appeared on the 1820 list but not on the 1823 list.

The only change in service from 1823 for the Worcester Accommodation Stage is that in 1825, the Boston arrival time is 4:00 PM instead of 3:00 PM.

By 1825, the name of the departure point of the Framingham Stage has changed to Farnsworth & Brigham's, but it is still at 22 Hanover Street. The Boston arrival time has changed to 10:00 AM.

The only change in information for the Mendon Accommodation Stage is that the Boston departure location is Boyden's City Tavern instead of Shepherd's on Bromfield Lane.

Stages Between Boston and Providence, Hartford, and New York

The 1825 *Mass. Register* list shows a stage connection for a New York Steam Boat at an unspecified transfer point. Boston departures are at 2:00 AM Tuesday, Thursday, and Saturday from Earle's at 24 Hanover Street. Boston arrivals are at 8:00 PM on the same days of the week. Also listed is a stage connecting with the Providence Steam Boat Line. The stage leaves from

Boyden's, as in 1823, but departures are changed to Wednesday and Saturday at 7:00 AM, and Boston arrivals to Thursday and Sunday nights at unspecified hours.

By 1825, service frequency on the Providence Mail Stage has increased to daily from triweekly. Boston departures are still at 7:30 AM, but Boston arrivals are changed to 2:00 PM. There is no listing for a competing Providence stage.

Service on the New York Commercial Mail stage is the same in 1825 as in 1823. The 1825 *Mass. Register* does not show a Middle Line stage either to Hartford or to New York via Hartford.

Stages Between Boston and Monadnock Region, Windsor, Burlington, and Montreal

The 1825 *Mass. Register* list shows the former Winchendon stage running only as far as Concord and Lunenburg. Boston departure and arrival times are unchanged, except for the Saturday departure, which moves to 8:00 AM from 5:00 AM.

By 1825, the schedule of the Keene Mail has changed to Boston departures at 3:00 AM on Sunday, Tuesday, and Thursday. Boston arrivals are at 7:00 PM on Monday, Wednesday, and Friday. Also serving Keene is a Keene, Windsor, and Hanover Stage, leaving Farnsworth & Brigham's at 4:00 AM on Monday, Wednesday, and Friday. Return arrivals in Boston are at 7:00 PM on Tuesday, Thursday, and Saturday.

The Barre stage is identified in the 1825 *Mass Register* as the Lancaster and Barre Stage, but the schedule is unchanged from 1823. A competing Lancaster Accommodation Stage leaves Farnsworth & Brigham's at 9:00 AM on Tuesday, Thursday, and Saturday. Return Boston arrivals are at 4:00 PM on Monday, Wednesday, and Friday.

Of the three stage routes to Burlington, Vermont listed in 1823, the only one shown in the 1825 *Mass. Register* is the Mail Pilot. It still leaves from 9 Elm Street (renamed from Barnard's to Riley's) at 7:00 AM on Monday, Wednesday, and Friday. Boston arrivals are scheduled for 1:00 PM on Sunday, Thursday, and Saturday. It still has steamboat connections to Montreal.

Stages Between Boston, Concord, N.H., Merrimack Valley, and Dover, N.H.

The schedule for the stage from Boston to Concord, New Hampshire is the same in the 1825 *Mass. Register* as in 1823. The 1825 *Register* also shows a Concord Mail Stage leaving Riley's at 3:00 AM on Tuesday, Thursday, and Saturday, and arriving in Boston at 8:00 PM on Monday, Wednesday, and Friday.

By 1825, the schedule of the Chelmsford Accommodation Stage has changed slightly. Boston departures are still on Tuesday, Thursday, and Saturday, but at 2:00 PM instead of 4:30. Boston arrivals are still on Monday, Wednesday, and Friday, but at 11:00 AM instead of 10:00.

In 1825, the Haverhill Accommodation Stage still leaves Boston at 10:00 AM on Tuesday, Thursday, and Saturday, but the Boston arrival time has changed from 2:00 PM to 1:00 PM, still on Monday, Wednesday, and Friday. The Andover Stage schedule is unchanged from 1823.

By 1825, the departure point of the Exeter and Dover Stage is relocated to Wild's on Ann Street. Service frequency is increased to daily except Sunday, with Boston departures still at 8:00 AM and Boston arrivals still at 6:00 PM.

Stages Between Boston, Northeastern Massachusetts, Portsmouth, and Portland

The departure point of the Eastern Mail Stage, the Portsmouth Accommodation, and the Newburyport Accommodation is relocated back to Wild's by 1825, with no changes in departure or arrival times compared with 1823.

By 1825, the schedule of the Gloucester Stage has changed slightly again, with Boston departures at 2:00 PM and Boston arrivals at 11:00 AM. The Salem Stage leaving Boston from Boyden's daily except Sunday at 5:00 PM runs through to Beverly. The Salem trip that arrives in Boston at noon originates in Beverly.

Stages Between Boston, South Shore, Southeastern Massachusetts, and Newport

In the 1825 *Mass. Register*, the listing for the Plymouth Mail does not say if it continues to Sandwich and Falmouth. The Boston departure and arrival times and days are unchanged from 1823, as are those of the Plymouth Accommodation Stage. The arrival time of the Marshfield Stage changes to 2:00 PM, still on Tuesday and Friday.

The 1825 *Mass. Register* still shows several stage routes between Boston and New Bedford. On the route from Boyden's, the only change is that the Boston departure time in 1825 is 5:00 AM instead of 5:30. There is no change in the schedule of the New Bedford Mail Stage from Hamilton's in 1825, and there is still a connection from Bridgewater to Plymouth.

The New Bedford Stages that departed from Shepherd's in 1823 are replaced by 1825 with a Taunton and New Bedford Mail Stage. It leaves from the Indian Queen Tavern daily except Sunday at 5:00 AM, with return trips arriving in Boston at 6:00 PM. The Monday, Wednesday, and Friday Boston departures continue to Warren and Bristol, Rhode Island. The Tuesday, Thursday, and Saturday arrivals originate at Bristol. The *Mass. Register* does not specify if any trips run to Newport.

By 1825, the Bridgewater and Randolph Mail Stage Boston terminal has also relocated to the Indian Queen Tavern, but the schedule is unchanged from 1823.

Badger & Porter's Stage Register Background

The stage lists discussed above appeared in publications including the *Boston Directory*, the *Massachusetts Register*, and various almanacs. These all provided information about ranges of other subjects and were issued annually. It is not clear how the stage information in these publications was obtained and how current it was.

The earliest known stand-alone publication devoted entirely to information about stage, steamboat, and canal boat service in New England and eastern New York was Badger & Porter's *Stage Register*, which first appeared in July 1825. It was a supplement to the *American Traveller* newspaper published in Boston. It was issued every two months from its start until May 1838, by which time steam railroads were rapidly replacing longer stage routes. Unlike the publishers of earlier stage lists, Badger and Porter attempted to include all stage routes in the geographic coverage area rather than only those serving Boston directly. In addition to arrival and departure times, the *Register* included extensive information about the routes taken, fares, and stage operators. The level of detail for each route depended on what the operators submitted and the amount of space available. Some listings included the proprietors (the investors in the lines). More useful for travelers were the names of agents who would arrange for passage on the stages.

This appendix discusses only stage routes to and from Boston. As in the main body of the manuscript, Badger & Porter's *Stage Register* is cited below as BPSR. The first issue of BPSR, dated July 1, 1825, did not yet have information for all stage routes it was intended to cover, and was eight pages long. Coverage was greatly increased by the second issue, dated September 6, 1825, which had grown to 16 pages. At this writing, the author has obtained digitized copies of at least one issue of BPSR for almost every year it was published, up to the third-to-last issue published in December 1837. Changes in stage service in each issue are discussed below.

Badger & Porter's Stage Register September 1825 Issue

Stages Between Boston and Albany and Intermediate Points

The September 1825 issue of Badger & Porter's *Stage Register*, cited below as BPSR 0925, includes the same three stage routes between Boston and Albany included in the 1825 *Mass. Register* list, but it also includes some others. The two publications agree on the Boston arrival and departure times of the Albany Mail Stage via Northampton. BPSR 0925 adds that arrival and departure times at Albany are the same as those at Boston. Stages in both directions start at 2:00 AM on Monday, Wednesday, and Friday, arrive at Northampton at 7:00 PM the first evening, and proceed at 3:00 the next morning, with final arrival at 7:00 PM that day. BPSR 0925 gives the address of Earl's in Boston as 36 Hanover Street, rather than 24. BPSR 0925 adds details that this route runs through Framingham, Worcester, Brookfield, Ware Factory Village, Belchertown, Northampton, Chesterfield, Pittsfield, Lebanon Springs, and Greenbush. Fares are \$4.50 to or from Northampton or \$8.75 for the full route. Proprietors of inns served are H. Earl in Boston, S. Burt and B. Howard in Worcester, M. Rice in Brookfield, J. H. Clapp in Belchertown, Tuttle in Peru, J. Clapp in Pittsfield, and E. Clark in Albany. It is not reported who keeps the lodgings in Northampton.

The two 1825 publications agree on the Boston departure time (2:00 AM) and arrival time (7:00 PM) of the Boston and Albany Mail Stage via Springfield. BPSR 0925 adds that departure and arrival times at Albany are the same as those at Boston. The stage arrives in Springfield at 6:00 PM westbound and 7:00 PM eastbound on the first evening and proceeds at 2:00 the next morning, with final arrival at 7:00 PM that day.

BPSR 0925 also adds details that this route runs through Waltham, Sudbury, Marlboro, Worcester, Brookfield, Palmer, Springfield, Westfield, Stockbridge, and Greenbush. Fares are \$4.50 to or from Springfield or \$8.75 for the full route. Proprietors in Boston, Worcester, Brookfield, and Albany are the same as on the route via Northampton. Sargent is the Springfield proprietor.

BPSR 0925 describes the Boston and Albany Mail Stage via Brattleboro as running via Cambridge, Waltham, Stow, Bolton, Lancaster, Leominster, Fitchburg, Westminster, Templeton, Athol, and Orange, Massachusetts; Winchester and Hinsdale, New Hampshire; Wilmington and Bennington, Vermont; and Troy, New York. The stages leave Brigham's in Boston at 2:00 AM on Monday, Wednesday, and Friday, arrive at Brattleboro at 9:00 PM, and stop there for the night. They resume at 2:00 AM and arrive in Albany at 9:00 PM the day after leaving Boston. The eastbound schedule has the same departure and arrival times as the westbound. Proprietors are Holman, Cowe & Co, in Bolton, Jones & Field in Brattleboro, and Blake, Hicks & Young in Albany. A connecting stage runs between Athol and Albany via Greenfield, Williamstown, Adams, and Hancock.

One Albany route shown in BPSR 0925 but not in the 1825 *Mass. Register* is the Albany and Boston Mail Stage via Williamstown and Greenfield. Departures are at 2:00 AM on Monday, Wednesday, and Friday from Brigham's in Boston and from an unspecified location in Albany. This route runs through Waltham, Lancaster, Leominster, Athol, Greenfield, Charlemont, Adams, Williamstown, Hancock, Stephentown, and Sand Lake. The stages arrive in Greenfield at 8:00 PM westbound and 7:00 PM eastbound on the first evening, and they proceed at 2:00 the next morning, with final arrivals at 7:00 PM in Albany and at 8:00 PM in Boston on Tuesday, Thursday, and Saturday. J. P. Redding is the agent in Albany. Proprietors are Babcock and

Waterman from Albany to Charlemont and A&H Preston from Charlemont to Greenfield. Fares are not shown.

Another Albany route shown in BPSR 0925 but not in the 1825 *Mass. Register* is the Boston and Albany Despatch and Phoenix Line of Stages via Greenfield. Stages on this route leave Riley's in Boston at 4:00 AM on Monday, Wednesday, and Friday, arriving in Greenfield at 7:30 PM. The route runs via Watertown, Waltham, Lincoln, Stow, Bolton, Lancaster, Sterling, Princeton, Hubbardston, Petersham, New Salem, Shutesbury, Wendell, and Montague. Stages continue to Albany the second day via the route described above through Williamstown. Return trips leave Albany at 4:00 AM on Monday, Wednesday, and Friday, stop overnight at Greenfield, and proceed at 4:00 AM on Tuesday, Thursday, and Saturday, arriving in Boston at 7:30 PM. Fares from Boston are \$3.75 to Greenfield or \$7.75 to Albany. Agents are J. Gregory in Boston, N. Bryant in New Salem, and J. P. Redding in Albany.

Another Albany route shown in BPSR 0925 but not in the 1825 *Mass. Register* is the Albany and Boston Union Mail Stage. Westbound stages leave Boyden's city tavern in Boston on Tuesday, Thursday, and Saturday at 7:00 AM, and run via Cambridge, Watertown, Waltham, Weston, Lincoln, Concord, Sudbury, Stow, Bolton, Lancaster, Sterling, Princeton, and Hubbardston to Barre, arriving there at 6:00 PM on the first day. Proceeding at 7:00 AM the second day, the stages continue through Petersham, New Salem, Shutesbury, Leverett, Sunderland, Bloody-Brook (Deerfield), Conway, and Ashfield to Plainfield, arriving there at 6:00 PM on the second day. Leaving Plainfield at 7:00 AM on the third day, the stages continue through Savoy, Cheshire, Lanesborough, and Hancock, Massachusetts, and Stephentown, Sand Lake, and Troy, New York, arriving at Albany at 5:00 PM that day. Eastbound stages arrive at Plainfield at 5:00 PM the first day, at Barre at 5:00 PM on the second day, and at Boston at 5:00 PM on the third day. An exception to these schedules is that any stage arriving at a stopover point on a Saturday evening does not proceed until Monday morning. The through fare between Boston and Albany is \$7.50. There are connecting stages from Bloody-Brook to Northampton and from Sunderland to Amherst.

The Albany terminal is J. Rhine's Stage House at 12 Beaver Street. J. Fisk is the agent at Albany. At Troy, the stage stops at O. Babcock's general stage house. Other proprietors are not listed.

Covering the segment of the Albany Union Mail Stage between Boston and Princeton on the other days of the week, the Boston, Bolton, Lancaster, and Princeton Accommodation Stage leaves Boyden's at 7:00 AM and arrives in Princeton at 5:00 PM. Return trips leave Princeton at 6:00 AM on Tuesday, Thursday, and Saturday and arrive in Boston at 2:00 PM. The distance is 47 miles. Proprietors are Holman, Cowe & Co. in Bolton and James Barnard & Co. in Boston.

BPSR 0925 also lists a Boston and Albany Accommodation Stage, via Northampton, running on alternate days from the mail via Northampton and taking one hour longer than the mail stage for the segment covered each day.

Stages Between Boston and Worcester and Intermediate Points

BPSR 0925 shows the Boston departure time of the Worcester Accommodation Stage at 8:00 AM instead of 9:00, still on Monday, Wednesday, and Friday. Arrivals in Worcester are at 3:00 PM. Worcester departures are at 9:00 AM Tuesday, Thursday, and Saturday, with Boston arrivals still at 4:00 PM. The route runs through Watertown, Waltham, Weston, Sudbury, Marlborough, Northborough, and Shrewsbury (the old Post Road). The total distance is 42 miles, and the through fare is \$2.00. Proprietors are H. Earl and S. Burt.

BPSR 0925 does not have an entry for the Framingham Stage that had appeared on previous lists since 1816.

A route shown in BPSR 0925 but not in earlier publications is a Boston and Westborough Old Town Accommodation Stage. This stage leaves Boston at 10:00 AM on Tuesday, Thursday, and Saturday and arrives at Westborough at 5:00 PM. Return trips leave Westborough at 7:00 AM on Monday, Wednesday, and Friday, and arrive in Boston at 1:00 PM. Books are kept at Wild's and Hosmer's and at Earl's. The route runs through Brighton, Newton Lower Falls, Needham (Wellesley), Natick, Framingham, and Southborough. The route length is 32 miles, and the through fare is \$1.50. On request, a connecting coach runs from Westborough to Hopkinton Springs (a resort with mineral springs), a distance of three miles. The route is owned by the Worcester Stage Company. Dexter Brigham is the agent at Westborough.

BPSR 0925 shows the Mendon Accommodation stage extended to Uxbridge. Departures from Boston are still on Tuesday, Thursday, and Saturday, but at noon. Departures from Uxbridge are at 5:00 AM on Monday, Wednesday, and Friday, with Boston arrivals still at noon. Listed intermediate points are the same as in the 1823 *Boston Directory*, with the addition of Natick and Holliston. The distance is 42 miles, and the through fare is \$2.00. Agents are Wild's and Hosmer's in Boston, Howe's in Holliston, H. Stone's in Mendon, and M. Chapin's in Uxbridge. Proprietors are White & Sargent, T. A. Stone, and Peter Lyon in Needham; Job Brooks and L. Ware in Natick; Wm. C. Stratton and I. Hawes in Holliston; and Royal Chapin in Uxbridge.

Another route included in BPSR 0925 but not on earlier lists is a Dudley and Boston Accommodation Stage via Worcester. Stages on this route leave Wild's and Hosmer's in Boston on Tuesday, Thursday, and Saturday at 2:00 AM and Worcester at 10:00 AM and arrive in Dudley at about 3:00 PM. Stages leave Dudley on Monday, Wednesday, and Friday at 7:00 AM and Worcester at noon and arrive in Boston at 8:00 PM. Most trips run via Oxford, but the Wednesday trip from Dudley and the Thursday trip from Boston run via Millbury and Sutton.

Stages Between Boston and Providence, Hartford, and New York

BPSR 0925 lists a Boston and New York Stage and Steamboat Union Line via Norwich, with some differences from the New York steamboat connection in the 1825 *Mass. Register*. BPSR 0925 shows a stage leaving from Riley's at 9 Elm Street at 4:00 AM on Thursday and Sunday, arriving at Norwich via Providence at 6:00 PM. The Steamboat *Fanny*, with Capt. Charles Davidson, leaves Norwich on arrival of the stage, and it arrives in New York the next morning. Steamboats leave New York at 2:00 PM on Tuesday and Friday, arriving at Norwich the next morning. The Stage leaves Norwich on arrival of the boat and is due in Boston "early the same evening." The agents at Providence are at Horton's and Wilder's Hotels.

Three additional stage routes between Boston and Providence are included in BPSR 0925. The Boston & Providence Citizen's Coach leaves Boston and Providence daily except Sunday at 7:30 AM, arriving at the opposite end "to dine." Trips can be booked in Boston at Boyden's City Tavern, Exchange Coffee House, Marlboro Hotel, Commercial Coffee House, Lafayette Hotel, Wild's and Hosmer's on Elm Street, or Shepard's on Bromfield Lane. In Providence, Blake's Hotel is the only booking location.

On New York steamboat days, Tuesday, Thursday, and Saturday, the Citizen's Coach Line transports passengers to or from the pier in Providence. Extra coaches are run on short notice if needed. The length of the route is 40 miles, and the through stage fare is \$2.00. Agents are A. Fuller in Boston and D. Borden in Providence.

The Boston, Walpole, Wrentham and Providence Stage leaves Boston and Providence daily except Sunday at 5:00 AM. Arrival times are not shown. Trips leaving Boston on Tuesday, Thursday, and Saturday and trips leaving Providence on Monday, Wednesday, and Friday run via Walpole and Wrentham (now state Route 1A). On other days, trips run via the turnpike (now Washington Street and U.S. Route 1). The through fare is \$1.50. Reservation books are kept at Cobb's Marlboro Hotel in Boston and Blake's Franklin Hotel in Providence. Agents are the same as those of the Citizen's Coach Line.

The Boston and Providence New Line of Coaches leave Boston and Providence every morning at 7:30 and arrive at the opposite end of the route "to dine." On Tuesday, Thursday, and Saturday, the coaches meet the New York steamboat at Providence. The through stage fare is \$2.00. Books are kept in Boston at Brigham's Hotel, in Providence at Horton's Hotel, Manufacturer's Hotel, and Wesson's Coffee House, and in Pawtucket at Jenkes' Hotel. Agents are William Norton in Boston and Joel Blaisdell in Providence.

The route called the New York Commercial Mail in the 1825 *Mass. Register* is called the Boston and New York Mail Coach in BPSR 0925. The latter adds the details that the stages leaving Boston daily at 1:00 PM arrive the next day at Hartford at 6:00 AM and New Haven at 2:00 PM, and they arrive in New York at 6:00 AM on the second day after leaving Boston. Return stages leaving New York daily at 8:00 AM arrive at New Haven at 11:00 PM the same day, at Hartford at 6:00 AM the next morning, and at Boston at midnight the day after leaving New York. The route also runs through Worcester, Sturbridge, Stafford, Middletown, Stratford, Bridgeport, Norwalk, Stamford, and New Rochelle. The distance is 210 miles, and the through fare is \$11.00.

As an alternative to taking the stage for the entire trip, passengers leaving Boston on Sunday and Wednesday arrive in Hartford in time to take the steamer *Oliver Ellsworth* on Monday and Thursday. The stages also meet New York steamers at New Haven except on Sundays. Listed proprietors are H. Earl in Boston, Simeon Burt in Worcester, D. K. Porter in Sturbridge, Barnes & Hyde in Stafford, James Rose and J. Goodwin Jr. and Co. in Hartford, Peck & Babcock in New Haven, Lovejoy in Stratford, Davenport in Stamford, Peeler in New Rochelle, and Mott in New York. The New York terminal is at 1 and 5 Courtland Street.

The Hartford Middle Line Stage, missing from the 1825 *Mass. Register*, reappears in the BPSR 0925 as the Boston, Hartford, and New Haven Middle Line Accommodation Stage. Stages on this route leave Earl's in Boston daily except Tuesday at 7:00 AM, arrive at Ashford, Connecticut at 6:00 PM and stop there for the night. They resume at 5:00 the next morning and arrive at New Haven at 6:00 PM the day after leaving Boston. The return trips leave New Haven in mornings daily except Tuesday, stop overnight at Ashford, and arrive in Boston at 6:00 PM the day after leaving New Haven. The route passes through Dedham, Medfield, Mendon, Thompson, Pomfret, Coventry, East Hartford, and Meriden. The total distance is 136 miles. Fares from Boston are \$5.50 to Hartford or \$7.50 to New Haven. Proprietors are H. Earl in Boston, S. Johnson in Medfield, A. Jacobs in Thompson, D. Clark in Ashford, E. Pomroy in Coventry, J. Goodwin, Jr. and James Rose in Hartford, and Peck & Babcock in New Haven.

Stages Between Boston and Monadnock Region, Windsor, Burlington, and Montreal

BPSR 0925 shows the stage identified as the Concord and Lunenburg in the 1825 *Mass. Register* as running through to Winchendon one day a week. The stage leaves Brigham's in Boston at 8:00 AM on Tuesday and Thursday, arriving in Fitchburg at 5:00 PM, and it leaves Boston at 5:00 AM on Saturday, arriving in Winchendon at 6:00 PM. The stage leaves Fitchburg

on Monday, Wednesday, and Friday at 8:00 AM, arriving in Boston at 5:00 PM. The Friday trip originates at Winchendon at 6:00 AM. The route runs through Lexington, Concord, Boxborough, Harvard, Shirley, Lunenburg, and Ashburnham. The full length is 60 miles. Fares from Boston are \$1.00 to Concord, \$1.50 to Harvard, \$1.75 to Lunenburg, \$2.00 to Fitchburg, and \$2.75 to Winchendon. Proprietors are Shepherd, Brown & Co. in Boston, J. Wakefield in Concord, and D. Putnam in Fitchburg.

BPSR 0925 shows the Lancaster Accommodation Stage leaving Brigham's in Boston on Tuesday, Thursday, and Saturday at 7:00 AM and arriving in Lancaster at 2:00 PM. Departures from Lancaster are at 11:00 AM on Monday, Wednesday, and Friday, with Boston arrivals at 5:00 PM. The route runs through Cambridge, Watertown, Waltham, Stow, and Bolton. Fares are not shown. Holman, Cowe and Co. are the proprietors.

BPSR 0925 shows a Concord, Mass. Accommodation Stage. It leaves Wakefield's in Concord at 6:00 AM on Monday, Wednesday, and Saturday and arrives in Boston at 9:00 AM. Westbound stages leave Brigham's in Boston on the same days at 4:00 PM and arrive in Concord at 7:00 PM. The route runs through Lexington and West Cambridge (Arlington). The full length of the route is 18 miles, and the fare is \$1.00. Proprietors are Shepherd, Brown & Co. in Boston and J. Wakefield in Concord.

BPSR 0925 adds several details about the Keene, Windsor, and Hanover Stage, which it calls the Keene, Walpole, Charlestown, Windsor, and Hanover Accommodation Stage. On this route, stages leave Brigham's at 4:00 AM on Monday, Wednesday, and Friday, arrive at Keene at 7:00 PM on the same days, and stop there for the night. They continue at 5:00 AM the next day and arrive in Hanover at 6:00 PM. Return trips have the same departure and arrival times as westbound trips, except that Boston arrivals are at 7:00 PM. Westbound trips on Mondays and eastbound trips on Thursdays run via Groton, Ashby, Rindge, and Fitzwilliam. The full length of the route is 140 miles. Fares from Boston are \$2.50 to Ashby, \$3.25 to Rindge, \$3.50 to Fitzwilliam, \$4.00 to Keene, \$5.50 to Charlestown, \$6.00 to Windsor, and \$6.50 to Hanover. Proprietors are Shepherd, Brown & Co. in Boston, Bullard and Bardwell in Concord, Danforth & Wheeler in Ashby, Wheeler & Campbell in Rindge, French & Co. in Keene, John Chase in Walpole, and Skinner & Marsh in Hanover.

BPSR 0925 includes three routes between Boston and Burlington Vermont, two of which have routings somewhat different from those on earlier stage lists. The Boston, Keene, Walpole, Rutland and Burlington Mail Stage leaves Brigham's in Boston at 4:00 AM on Sunday, Tuesday, and Thursday. Stops, fares from Boston, and proprietors of the stops are: Concord \$1.00, Bullard and Bardwell; Groton \$2.00, Danforth & Wheeler; New Ipswich \$2.50, Wheeler & Campbell; Jaffrey \$3.25, French & Co.; Keene \$4.00, John Chase; Walpole \$4.75, Clark; Chester \$5.75, Stone; Mount Holly \$6.75; Rutland \$7.75, D. Green; Brandon \$8.75, H. Wheeler; Middlebury \$9.75, N. Wood; and Burlington \$11.25. Shepherd, Brown & Co. are the Boston proprietors. The total distance is 210 miles.

Northbound stages arrive at Keene at 7:00 PM on the first day and stop overnight. They continue at 5:00 AM on the second day and reach Rutland at 7:00 PM for a second stopover. On the third day, stages leave Rutland at 5:00 AM and arrived in Burlington at 5:00 PM. Return trips leave Burlington on Monday, Wednesday, and Friday at 5:00 AM and arrive in Rutland at 6:00 PM. The stages leave Rutland at 5:00 AM and arrive at Keene at 6:00 PM on the second day, and they leave Keene at 4:00 AM and arrive in Boston at 7:00 PM on the third day.

Stages on the Boston, Amherst, Windsor and Burlington Mail Stage leave Boyden's in Boston every Monday, Wednesday, and Friday at 5:00 AM. The route runs through Charlestown, Medford, Billerica, and Chelmsford West Parish in Massachusetts; Nashua Village, Amherst, Francestown, Hillsborough, Washington, and Newport, in New Hampshire; and Windsor, Hartland, Woodstock, Royalton, Barre, and Montpelier in Vermont. The only fares from Boston listed are \$6.00 to Windsor and \$12.00 to Burlington. Proprietors are: Billerica, William Richardson; Amherst, Newell Dean & Co.; Washington, E. Lawrence; Windsor, Frederick Pettis; Woodstock, Robert Barker; Barre, Iris Day; Montpelier, M. Cottrell. The total distance is 212 miles.

Northbound stages arrive at Francestown at 6:00 PM on the first day and stop overnight. They continue at 4:00 AM on the second day, stop at Windsor at noon, and reach Royalton in the evening for a second stopover. On the third day, stages leave Royalton at 4:00 AM and arrive in Burlington at 4:00 PM. Return trips arrive in Boston at 3:00 PM on Tuesday, Thursday, and Saturday.

BPSR 0925 adds many details about the Boston and Burlington Mail Pilot Stage. In addition to the intermediate points listed in the 1823 *Boston Directory*, the route runs through Charlestown, Stoneham, and Reading in Massachusetts; Hooksett, Bow, Andover, Wilmot, and Springfield in New Hampshire; and Hartford, Sharon, Brookfield, Middlesex, Moretown, Bolton, Richmond, and Williston in Vermont. Stages on this route leave Boston at 5:00 AM on Monday, Wednesday, and Friday, and arrive at Concord, New Hampshire at 5:00 PM. They continue from Concord at 4:00 AM the next day, and arrive at Royalton, Vermont, at 7:00 PM, where the second night is spent. The stages leave Royalton at an unspecified time on the third morning (even if it is a Sunday) and arrive in Burlington that day at 4:00 PM.

Return trips of the Mail Pilot Stage leave Burlington at an unspecified time on Tuesday, Thursday, and Saturday and arrive at Royalton at 7:00 PM. On the second day, they leave Royalton at 4:00 AM (except that the Saturday arrival stays over until Monday) and arrive at Concord at 5:00 PM. On the third travel day, the stages leave Concord at 4:00 AM and arrive in Boston at 5:00 PM. The fare for the full route is \$12.00. Agents from Boston to Concord are Jacob Barnard and Hiram Plummer. Proprietors from Concord to Burlington are Hawley & Gilman, John Downer, Samuel Blodget, Ira Day, and M. Cottrell.

Stages Between Boston, Concord, N. H., Merrimack Valley, and Dover, N. H.

BPSR 0925 shows a Boston, Haverhill, and Concord, N.H. Stage leaving from 9 Elm Street in Boston at 5:00 AM on Monday, Wednesday, and Friday and arriving at 5:00 PM at Concord. Return trips leave Concord on Tuesday, Thursday, and Saturday at 4:00 AM and arrive in Boston at 5:00 PM. Passengers can transfer to or from the Burlington Mail Pilot at Concord. The route runs through Charlestown, Medford, Stoneham, Reading, Andover, Bradford, and Haverhill, Massachusetts, and Atkinson, Hampstead, Chester, and Candia, New Hampshire. The route length is 68 miles, and the through fare is \$3.50. Hiram Plummer is the agent in Haverhill.

Also shown is a Concord, New Hampshire, Dunstable, and Boston Accommodation Stage. It leaves Concord at 4:00 AM on Monday, Wednesday, and Friday and arrives in Boston at 8:00 PM. Return trips leave Barnard's in Boston at 5:00 AM on Tuesday, Thursday, and Saturday and arrive in Concord at 7:00 PM. The route runs through Charlestown, Medford, Woburn, Billerica, East Chelmsford, and Tyngsborough in Massachusetts and Dunstable (Nashua), Bedford, Goffstown, Hooksett, and Bow in New Hampshire. The route length is 68 miles, and the through fare is \$3.50. Agents are Jacob Barnard, Hiram Plummer, and William Richardson.

BPSR 0925 shows a Chelmsford, Billerica, and Boston Accommodation Stage leaving East Chelmsford on Monday, Wednesday, and Friday at 7:00 AM and arriving in Boston at noon. Return trips leave Boyden's at 2:00 PM on Tuesday, Thursday, and Saturday, and arrive in Chelmsford at 7:00 PM. The route runs through Medford and Charlestown. The distance is 27 miles, and the fare is \$1.50. William Richardson is the proprietor in Billerica.

BPSR 0925 shows the Haverhill Accommodation Stage leaving Haverhill at 7:00 AM and arriving in Boston at 1:00 PM. The stage leaves Boston at 10:00 AM and arrives in Haverhill at 5:00 PM. The route runs through Charlestown, Malden, South Reading (Wakefield), Andover, and Bradford. The distance is 30 miles and the through fare is \$1.50. The agent is Hiram Plummer, in Haverhill.

For the Andover Stage, BPSR 0925 adds details that the stage arriving in Boston at 10:00 AM leaves Andover at 6:00, and that the stage leaving Boston at 3:00 PM arrives in Andover at 7:00. The distance is 20 miles, and the fare is \$1.00.

Also shown is a Londonderry, Methuen and Boston Accommodation Stage. It follows the same route as the Haverhill Stage between Boston and Haverhill, and it also serves Salem, New Hampshire. Stages leave Londonderry at 7:00 AM on Monday, Wednesday, and Friday, and arrive in Boston at 2:00 PM. Outbound stages leave Barnard's On Tuesday, Thursday, and Saturday at 10:00 AM and arrive in Londonderry at 5:00 PM. The distance is 38 miles and the through fare is \$2.25.

BPSR 0925 shows service on the route now identified as Boston, Haverhill, Dover, N.H. and Portland Stage reduced to tri-weekly again. Boston departures from Wilde's (the spelling used in BPSR) are at 8:00 AM on Monday, Wednesday, and Friday, with arrival at Haverhill at 1:00 PM, Exeter at 4:00 PM, and Dover at 7:00 PM. A new continuing stage leaves Dover at 7:00 AM on Tuesday, Thursday, and Saturday through Alfred and Gorham, Maine, arriving in Portland at 6:00 PM. Return stages leave Portland at 7:00 AM on Monday, Wednesday, and Friday, and arrive in Dover at 6:00 PM. Stages leave Dover on Tuesday, Thursday, and Saturday at 7:00 AM, arriving in Haverhill at 1:00 PM and Boston at 6:00 PM. Fares from Boston are \$1.50 to Haverhill, \$2.25 to Exeter, \$3.00 to Dover, and \$6.00 to Portland. Hiram Plummer is the agent at Haverhill.

Stages Between Boston, Northeastern Massachusetts, Portsmouth, and Portland

Added details about the Eastern Mail Stage, which leaves Boston daily at 2:00 AM, are that it arrives in Portsmouth at 10:00 AM and at Portland at 8:00 PM. The return stages leave Portland at 4:00 AM, arrive in Portsmouth at 12:30 PM, and in Boston at 9:00 PM. Distances and fares from Boston are: Newburyport 38 miles, \$2.50; Portsmouth 62 miles, \$4.00; Portland 120 miles, \$8.00. Agents are Jeremiah Colman in Newburyport and A. Rice in Portsmouth.

Added details about the Portsmouth Accommodation Stage that leaves Boston daily except Sunday at 8:00 AM are that it arrives in Newburyport at 1:00 PM, to dine, and reaches Portsmouth at 5:00 PM. A continuing stage leaves Portsmouth the following mornings at 8:00 AM, running through Kittery, York, Wells, Kennebunk, Biddeford, Saco, and Scarborough, arriving in Portland at 5:00 PM. Return stages leave Portland daily except Sunday at 8:00 AM and arrive at Portsmouth at 5:00 PM. The continuing trips leave Portsmouth the next day at 9:00 AM and arrive in Boston at 6:00 PM. Distances and fares from Boston are: Newburyport 38 miles, \$2.00; Portsmouth 62 miles, \$3.00; Portland 120 miles, \$6.00. Agents are the same as those of the Eastern Mail Stage.

BPSR 0925 shows the Newburyport Accommodation Stage on a summer schedule. It leaves Boston daily except Sunday at 2:30 PM, arriving in Newburyport at 7:30 PM, and continuing to Amesbury, where it arrives at 8:30 PM. Return trips leave Amesbury at 6:00 AM and Newburyport at 7:00, and arrive in Boston at 12:30 PM. Fares from Boston are \$2.00 to Newburyport and \$2.25 to Amesbury.

BPSR 0925 also shows a Boston, Newburyport, Exeter, and Dover, N.H. Stage. On this route, stages leave Wilde's daily except Sunday at 7:30 AM and arrive in Newburyport at 1:00 PM and at Dover at 7:00 PM. A continuing stage leaves Dover at 7:00 the next morning and arrives in Portland at 5:00 PM. Return trips leave Portland daily except Sunday at 8:00 AM and arrive at Dover at 5:00 PM. Continuing stages leave Dover at 7:00 the next morning, arriving at Exeter at 10:00, Newburyport at noon, and Boston at 6:00 PM. Fares from Boston are \$3.25 to Dover and \$6.00 to Portland.

BPSR 0925 shows a Gloucester and Boston Mail Stage leaving Gloucester daily except Sunday at 7:00 AM and arriving in Boston at noon. The stages leave Boyden's at 11:30 AM and arrive in Gloucester at 5:00 PM. The route runs through Charlestown, Chelsea, Lynn, and Salem, presumably on the Essex Turnpike, and it also serves Manchester. Fares from Boston are 50 cents to Lynn, \$1.00 to Salem, \$1.50 to Manchester, and \$2.00 to Gloucester. The full route length is 31 miles. Proprietors are William Manning in Salem and J. W. Lowe in Gloucester.

The revised schedule for the Beverly Stage in BPSR 0925 may be a seasonal adjustment. It shows the stage leaving Beverly daily except Sunday at 7:00 AM and arriving in Boston at 10:00 AM. Return trips leave Boyden's in Boston at 4:00 PM and arrive in Beverly at 7:00. The route taken between Boston and Salem is the same as that of the Gloucester stage. The full distance is 16 miles, with a fare of \$1.00. William Manning in Salem is the proprietor.

Stages Between Boston, South Shore, Southeastern Massachusetts, and Newport

BPSR 0925 lists one mail stage and three accommodation stages running between Boston and Plymouth. The mail stage leaves Boyden's City Tavern at 4:00 AM on Tuesday, Thursday, and Saturday, and it continues beyond Plymouth to Barnstable and Falmouth. Arrival times are not shown. At Falmouth, the stages meet the mail packet boat that leaves for Nantucket the same evening. (This was still a sailing vessel, and it probably also stopped at Martha's Vineyard.) Northbound stages leave Barnstable and Falmouth at unlisted times on Monday, Wednesday, and Friday mornings and arrive in Boston at 5:00 PM.

This Plymouth route runs through Dorchester, Quincy, Hingham, Scituate, Hanover, Pembroke, Duxbury, Kingston, and Sandwich. Fares from Boston are \$1.50 to Plymouth, \$2.50 to Sandwich, \$3.50 to Falmouth and \$3.83 to Barnstable. Proprietors are Simeon Boyden & Co, in Boston, Sivret & Whiting in Scituate, and George Drew in Plymouth.

Of the three Plymouth accommodation stages listed, the only one also included in the 1825 *Mass. Register* leaves Boyden's on Tuesday, Thursday, and Saturday at 11:00 AM, and arrives in Plymouth in the afternoon. The stages leave Plymouth on Monday, Wednesday, and Friday mornings and arrive in Boston "to dine." The route runs through most of the same towns north of Plymouth as the mail stage, but Weymouth is listed instead of Hingham. The fare from Boston to Plymouth is \$1.50. The proprietors are the same as those of the Plymouth mail stage.

BPSR 0925 also shows a Duxbury and Boston Accommodation Stage, but based on the departure and arrival times, it is just an alternate listing for the Plymouth Accommodation stage from Boyden's. Fares from Boston are 75 cents to Scituate and \$1.37 to Duxbury.

One of the Plymouth accommodation stages not listed earlier in 1825 leaves Wild's and Hosmer's on Wednesday and Friday at 11:00 AM and arrives in Plymouth in the evening. Stages leave Plymouth on Tuesday and Thursday at 6:30 AM and arrive in Boston "to dine." The route runs through Dorchester, Quincy, Weymouth, Abington, Hanover, and Kingston. The distance is 38 miles, and the through fare is \$1.50. The Plymouth terminal is the Old Colony Hotel. The stage proprietors are A. Thayer and B. Cushing & Co.

The other Plymouth accommodation stage not listed earlier in 1825 leaves from Riley's and from Hamilton's City Hotel, both on Elm Street. Stages on this route leave Boston on Tuesday, Thursday, and Saturday at 11:00 AM and arrive in Plymouth in the evening. Stages leave Plymouth on Monday, Wednesday, and Friday at 6:30 AM and arrive in Boston "to dine." The route runs through Dorchester, Quincy, Weymouth, Scituate, Hanover, Pembroke, and Kingston. The proprietors are the same as those on the route from Wild's and Hosmer's.

The Marshfield and Boston Mail Stage leaves Boyden's in Boston at 9:30 AM on Wednesday and Saturday and arrives in Marshfield via Roxbury, Dorchester, Quincy, Weymouth, Hingham, Cohasset, and Scituate at 4:00 PM. Stages leave Marshfield at 9:00 AM on Tuesday and Friday and arrive in Boston at 3:00 PM. The distance is 33 miles. The through fare is \$1.00 in summer and \$1.25 in winter. The stages in both directions make dinner stops at Smith's in Cohasset. The proprietors are J. & I. Little in Marshfield.

BPSR 0925 shows the New Bedford Mail Stage with Plymouth connection leaving from Boyden's at 5:30 AM instead of Hamilton's at 5:30, but with no change in Boston departure and arrival days. The through route to New Bedford runs through Dorchester, Quincy, Weymouth, Abington, East and South Bridgewater, Middleboro Four Corners (Center and Main Streets, Middleboro), and Rochester. The connection to Plymouth from East Bridgewater runs through Halifax, Plympton, and Kingston. Fares from Boston are \$1.25 to East Bridgewater, \$3.50 to New Bedford, and \$2.00 to Plymouth. Proprietors are Simeon Boyden & Co. in Boston; Drew, Sivret, and Whiting in Bridgewater; and Haskell & Washburn in Middleboro.

BPSR 0925 shows the departure point of the Boston, Warren and Bristol Stage as Shepard's, with Boston departures still Monday, Wednesday, and Friday at 5:00 AM and Boston arrivals Tuesday, Thursday, and Saturday at 6:00 PM. BPRS 0925 adds the information that Bristol arrivals are at 4:00 PM and departures at 8:00 AM. This route also serves Taunton. The total distance is 60 miles, and the through fare is \$3.50. Proprietors are Drake, Blake and Co. in Boston and Jesse Smith in Taunton.

On alternate days, stages on the Bristol route run between Boston and Newport, where they are due at 5:00 PM. Southbound Taunton arrivals are at 11:00 AM on all days. Northbound trips originating in Bristol leave Taunton at 1:00 PM. Stages originating in Newport start at 5:00 AM, leave Taunton at 11:00, and reach Boston at 5:00 PM. Distances and fares from Boston are 33 miles, \$2.00 to Taunton and 70 miles, \$4.00 to Newport.

BPSR 0925 also shows a Taunton and Boston Accommodation Stage, leaving Taunton on Monday, Wednesday, and Friday at 6:00 AM, and arriving at Shepard's in Boston at 11:00 AM. Outbound stages leave Boston on Tuesday, Thursday, and Saturday at 2:00 PM and arrive in Taunton at 7:00 PM. This route runs through Dorchester, Milton, Canton, Stoughton, Easton, and Raynham. The distance is 33 miles, and the through fare is \$1.50. The proprietors are Drake, Blake & Co. in Boston and J. Smith in Taunton.

BPSR 0925 also shows a New Bedford Mail Stage through Taunton, leaving Shepard's at 5:00 AM on Tuesday, Thursday, and Saturday (the same time as the Newport Stage) and arriving in New Bedford at 4:00 PM. Departures from New Bedford are on Monday, Wednesday, and Friday at 6:00 AM, with Boston arrivals at 5:00 PM. The distance is 60 miles, and the through fare is \$3.50.

Information about the Bridgewater and Randolph stage added by BPSR 0925 is that the end-to-end travel time in each direction is five hours, that the route length is 27 miles, and that the through fare is \$1.50. The Boston proprietors are Nathaniel Blake & Co.

Changes in Badger & Porter's Stage Register Information by Route 1826 to 1838

Previous sections of this manuscript discuss changes in stage service for all intercity and regional stage routes for a single year for which a stage list was found. The following sections discuss changes in service from BPSR 0925 on a route-by-route basis for each issue of Badger & Porter's *Stage Register* examined from May 1826 through December 1837/January 1838. As before, routes are grouped by geographical area, but some of the previous groupings have been subdivided.

Stages Between Boston and Albany

For the Boston and Albany Mail Stage via Northampton, for the Boston and Albany Accommodation Stage via Northampton, and for the Boston and Albany Mail Stage via Springfield, information is mostly the same as in BPSR 0925, in BPSR 0526, BPSR 0527, BPSR 0528, BPSR 0329, BPSR 0330, BPSR 0531, BPSR 0332, BPSR 0733, and BPSR 0335. BPSR 0636 no longer shows any of these routes.

Changes from BPSR 0925 are that in BPSR 0526, the agent at Albany is Rice & Baker, B. Howard is no longer an agent at Worcester, and no agent is listed at Brookfield. In BPSR 0527, the agent at Northampton is E. Clapp. In BPSR 0733, Rice and Baker's in Albany has become just Baker's, F. A. Billings replaces H. Earl as Boston Agent, and F. Morgan replaces Sergeant and Chapin as Springfield Agents, and C. Delano replaces E. Chapin as Northampton Agent.

For the Accommodation Stage via Northampton, BPSR 0527 has some changes in the list of connecting coaches, and BPSR 0335 no longer shows fares.

In BPSR 0636, the Boston and Albany Accommodation Stage via Northampton is replaced with a stage between Albany and Worcester via Lebanon Springs, Pittsfield and Northampton, connecting at Worcester with the Boston & Worcester Railroad (B&W RR). Departures from Baker & Walker's Stage Office at 402 South Market Street in Albany are daily at 11:00 AM. Total time between Albany and Boston is 2½ days, by daylight. Additional service runs between Albany and Worcester via Pittsfield, Northampton and Amherst, connecting at Worcester with the B&W RR. Departures from Baker & Walker's Stage Office are daily at 2:00 AM. Total time between Albany and Boston is two days.

In BPSR 1237 service between Albany and Worcester via Lebanon Springs, Pittsfield and Northampton with Boston connection via the B&W RR is increased from one daily departure at 11:00 AM to daily departures at 2:00 and 11:00 AM. A stop is added at Amherst College. The 2:00 AM daily departure between Albany and Worcester via Pittsfield, Northampton, and Amherst is not listed in BPSR 1237. A new trip is shown between Albany and Worcester via Chatham, Stockbridge, Lee, Becket, and Springfield, leaving Albany daily at 11:00 PM.

In BPSR 0636, the Boston and Albany Accommodation Stage via Springfield is replaced with a stage between Albany and Worcester via Stockbridge and Springfield, connecting at Worcester with the B&W RR. Departures from Baker & Walker's Stage Office are daily at 2:00 AM. Total time between Albany and Boston is two days.

For the Boston and Albany Mail Stage via Brattleboro, BPSR 0526 shows no changes in departure days or times, but no longer shows arrival times. A connecting stage from Athol to Albany via Greenfield and Williamstown is not mentioned. Proprietors are identified as A. W. Rand, F. Eager, and A. Holman, 2d & Co. in Boston; Oliver Adams & Co. in Westminster; Z. Field in Athol; and Hicks & Young in Albany. Information for this route is then the same as in BPSR 0526 in BPSR 0527, BPSR 0528, BPSR 0329, BPSR 0330, BPSR 0531, BPSR 0332, and BPSR 0733.

BPSR 0335 shows frequency on this route increased to daily except Sunday, compared with tri-weekly in previous editions. Departure and arrival times are unchanged. R. & G. Walbridge replaces Hicks and Young as Albany Agents. BPSR 0636 shows the same schedule as BPSR 0335, but the Boston departure location is changed from Brigham's Hotel at 42 Hanover Street to Hobart's Hotel at 36 Hanover Street. The Albany Agents change to Baker & Walker from R. & G. Walbridge. BPSR 1237 shows the same information as BPSR 0636 for this route.

The Albany and Boston Mail Stage via Williamstown and Greenfield that appeared in BPSR 0925 does not appear in BPSR 0526.

The Boston and Albany Despatch and Phoenix Line of Stages via Greenfield that appeared in BPSR 0925 is replaced in BPSR 0526 with Boston and Albany Mail Stage, Phoenix Line Greenfield. On this reconfigured route, stages in each direction leave Boston and Albany on Tuesday, Thursday, and Saturday at 2:00 AM and arrive at Greenfield at 7:30 PM. They leave Greenfield at 2:00 AM on Wednesday, Friday, and Monday, and arrive at Albany at 7:00 PM or in Boston at 7:30 PM. The route from Boston runs through Watertown, Waltham, Weston, Lincoln, Sudbury, Stow, Bolton, Lancaster, Leominster, Fitchburg, Westminster, Gardner, Templeton, Phillipston, Athol, Erving, Greenfield, Shelburne, Charlemont, Adams, Williamstown, Hancock, Stephentown, Sand Lake, and Troy.

Books are kept at Brigham's Hotel in Boston and A & H Preston's City Coffee House on North Market Street in Albany. Proprietors are from Boston to Lancaster: Asa W. Rand, Farwell Eager, and Amory Holman 2nd & Co.; from Lancaster to Greenfield: Oliver Adams & Co.; Charlemont: A & G Mayhew, T. Thayer, T. Brown, H. Mayhew, and E. Rice; Albany: A. & H. Preston & Co. Agents were Ebenezer Jones in Boston, Isaac Newton, Jr. in Greenfield, and A. & H. Preston in Albany.

The only changes in information for this line in BPSR 0527 compared with BPSR 0526 are that departure and arrival days are swapped, with Boston and Albany departures changing to Monday, Wednesday, and Friday, and final arrivals to Tuesday, Thursday, and Saturday; Greenfield arrival times are shown only as "evening." Further differences appearing in BPSR 0528 are that Greenfield arrival times are shown as 6:00 PM rather than just evenings, and Greenfield departures are changed to 1:00 AM instead of 2:00 AM.

The schedule for the Phoenix Line is the same in BPSR 0329 as in BPSR 0528, but fares from Boston are reduced to \$4.00 from \$4.25 to Greenfield, and to \$7.50 from \$8.50 to Albany. Information is the same in BPSR 0330, except that the fare from Boston to Greenfield is raised back to \$4.25 from \$4.00. In BPSR 0531, Boston and Albany arrival times are specified as 6:00

PM rather than just evening, the through fare is reduced to \$6.00 from \$7.50, and the Greenfield fare is not shown. BPSR 0332 shows the same schedule as BPSR 0531 for this line, but the information is rearranged in the listing and fares and agents are no longer shown. The only additional change in BPSR 0335 is that J. S. Keeler & Co. are specified as Agents at Albany and Troy. This route is no longer listed in BPSR 0636.

The Albany and Boston Union Mail Stage that appeared in BPSR 0925 is replaced in BPSR 0526 with a less detailed listing for an Albany, Troy, N.Y., and Boston Union Centre Line of Post Coaches. Added information is that after arriving in Albany on the third day after leaving Boston for a fare of \$6.00, passengers can continue west by stage as far as Cleveland, reaching Utica on day 4, Geneva, N.Y., on day 5, Buffalo on day 6, and Cleveland on day 9. The through fare from Boston to Cleveland (657 miles) is \$21.50.

Information for the Union Centre Line is the same in BPSR 0527 as in BPSR 0526. The same schedule appears in BPSR 0528, but Greenfield is added to the name. The Boston departure point changes from Wildes' on Elm Street to Brigham's at 12 Hanover Street. BPSR 0528 provides the added information that eastbound stages stop at the Franklin House in Greenfield from 1:00 to 2:00 PM on the second day of the three-day trip (Tuesday, Thursday, and Saturday), and that westbound stages stop at Greenfield from 11:00 AM to noon on Monday, Wednesday, and Friday. Stages are due at Boston or Albany "in time to dine" the day after leaving Greenfield. The schedule is the same in BPSR 0329 as in BPSR 0528.

In BPSR 0330 Albany departure time changes to 7:00 AM from 6:00, and the Greenfield stop is identified as the Newton Hotel instead of Root's Franklin House. Westbound, the Boston departure time changes to 7:00 AM from 6:00 and Greenfield arrival and departure times the second day change to noon and 1:00 PM from 11:00 AM and noon.

BPSR 0531 does not have a listing for the Albany, Troy, N.Y., Greenfield and Boston Union Centre Line, but it has a new listing for a Boston, Barre, Greenfield, and Albany Mail Stage, serving at least some of the same intermediate points. On this route, stages leave Wildes' in Boston and an unspecified location in Albany Tuesday, Thursday, and Saturday at 2:00 AM, arriving in Greenfield from both directions at 6:00 PM. Stages in both directions continue at 2:00 AM Monday, Wednesday, and Friday, arriving westbound at Troy, N.Y. at 5:00 PM and at Albany at 6:00 PM or eastbound at Boston at 7:00 PM. Proprietors are Field, Holman, & Co. Agents are S. Webster in Albany and E. Estabrook in Boston.

Information for this route is unchanged from BPSR 0531 in BPSR 0332 and BPSR 0733. BPSR 0335 also has the same schedule information, with the added details that the route runs through Cambridge, Watertown, Waltham, Lincoln, Stow, Bolton, Lancaster, Sterling, Princeton, Hubbardston, Barre, Petersham, New Salem, Montague, Greenfield, Deerfield, Conway, Ashfield, Savoy, South Adams, Cheshire, and Lanesboro. J. S. Keeler & Co. is added to the list of Agents, at Albany and Troy. However, this route is no longer listed in BPSR 0636.

BPSR 0636 has a new listing for a Boston and Greenfield Mail Stage via Barre. Departures from Wildes' at 12 Elm Street in Boston are at unspecified times on Tuesday, Thursday, and Saturday. The return schedule isn't shown. The through fare is \$3.25. C. Field is the Agent. Information for this route is the same in BPSR 1237.

BPSR 1237 has a new listing for a Boston and Albany Daily Stage via Greenfield and Troy. Stages leave Wildes' General Stage Office at 11 Elm Street at 2:00 AM Monday, Wednesday,

and Friday via Templeton and Athol and at 3:00 AM Tuesday, Thursday, and Saturday via Bolton, Lancaster, and Barre. Agents are C. Field in Boston and C. Smoud in Greenfield.

The Boston and Albany Express Line of Stages via Northampton appears in BPSR 0526 but was not in BPSR 0925. Stages on this route leave the Suffolk Hotel on Elm Street in Boston at 4:00 AM on Tuesday, Thursday, and Saturday, arriving in Northampton at 6:00 PM. The stages continue from Northampton at 4:00 AM on Wednesday, Friday, and Monday, arriving in Albany at 6:00 PM. The stage office there is at 526 South Market Street. Eastbound stages have the same departure and arrival days and times as the westbound stages. The route runs via Waltham, Sudbury, Marlborough, Worcester, Brookfield, Ware Factory Village, Belchertown, Northampton, and Pittsfield. Fares from Boston are \$4.00 to Northampton and \$7.00 to Albany. Agents are H. A. Hosmer in Boston, S. Burt in Worcester, K.D. Earl in Northampton, J. Clapp in Pittsfield, and Rice & Baker in Albany.

Information for this route is the same as in BPSR 0526 in BPSR 0527. BPSR 0528 shows service frequency increased from tri-weekly to daily except Sunday. Other details are mostly unchanged, except that departure times from Northampton in each direction change to 2:00 AM from 4:00 AM. Information is the same as in BPSR 0528 in BPSR 0329. There is no listing for this route in BPSR 0330.

The Boston and Albany Citizen's Coaches line also appears in BPSR 0526 but was not in BPSR 0925. Stages on this route leave Doolittle's City Tavern (formerly Boyden's) on Tuesday, Thursday, and Saturday at 4:00 AM and arrive at Curtis' in Northampton at 6:00 PM the same days. They proceed at 4:00 AM on Wednesday, Friday, and Monday and arrive in Albany at 6:00 PM. The Albany stage office is at Germond's on Green Street. Eastbound stages have the same departure and arrival days and times as the westbound stages. The route runs through Watertown, Waltham, East Sudbury, Marlboro, Shrewsbury, Worcester, Leicester, Spencer, Brookfield, West Brookfield, Ware Factory Village, Belchertown, Hadley, Northampton, Williamsburg, Goshen, Cummington, Savoy, South and North Adams, and Williamstown, Massachusetts; Pownal, Vermont; and Hoosick, Pittstown, Lansingburgh and Troy, New York. Distances and fares from Boston are Northampton 100 miles, \$4.00; Albany 185 miles, \$7.00.

BPSR 0527 shows several changes in the listing for this route. The Boston departure point changes from Doolittle's City Tavern to the General Stage Office at Court and Market Streets. In Albany, the departure point changes to the General Stage Office at State and North Market Streets. Northampton departure times change to 2:00 AM, with Boston and Albany arrivals still at 6:00 PM. The route between Cummington and Albany is changed to run through Windsor, Dalton, Pittsfield, New Lebanon, Nassau, Sand Lake, and Greenbush. There is no listing for this route in BPSR 0528.

BPSR 0527 has a listing for a Boston and Albany via Springfield Mail and Accommodation Daily Line that does not appear in the earlier BPSR issues examined. Stages on this line leave from Earl's in Boston and from Rice & Baker's in Albany daily except Sunday at 2:00 AM, lodge overnight at Springfield, and are due at the opposite end of the line at 7:00 PM the day of leaving Springfield. The route runs via Cambridge, Waltham, Weston, Sudbury, Marlborough, Shrewsbury, Worcester, Leicester, Spencer, Brookfield, Warren, Palmer, Wilbraham, Springfield, West Springfield, Westfield, Russell, Chester Village, Chester Factory, Becket, Lee, Stockbridge, and West Stockbridge, Massachusetts; and Canaan, Chatham, Nassau, and Schoodic (today's Schodack), New York. On Monday, Wednesday, and Friday, the stages also

run through Ware Factory Village. Fares from Boston are \$2.00 to Worcester, \$4.50 to Springfield, and \$8.75 to Albany. Proprietors include S. Burt at Worcester and H. Sargeant at Springfield.

Information for this route is the same as in BPSR 0527 in BPSR 0528, BPSR 0329, BPSR 0330, BPSR 0531, and BPSR 0332. Information is also the same in BPSR 0733, except for the same changes as for the Mail Stage via Springfield for agents (here called proprietors) at Boston, Springfield, and Albany. Information is the same as in BPSR 0733 in BPSR 0335. This route is no longer listed in BPSR 0636.

BPSR 0329 has a new listing for a Northampton and Boston Accommodation Stage. On this route, stages leave Northampton at 7:00 AM on Monday, Wednesday, and Friday at 7:00 AM and arrive at 7:00 PM in Worcester, where they stop for the night. Continuing from Worcester at 7:00 AM the next day, they arrive in Boston “to dine.” Westbound stages leave Boston Monday, Wednesday, and Friday at 11:00 AM and arrive in Worcester the same evening. Proceeding at an unspecified hour the next morning, the stages arrive in Northampton at 6:00 PM. The Boston terminal is not identified, but the Boston agent is E. Clapp. Information for this route is the same in BPSR 0330, BPSR 0531, BPSR 0332, BPSR 0733, BPSR 0335, and BPSR 0636. This route is not listed in BPSR 1237.

BPSR 0329 also has a listing for a Boston and Albany Accommodation Stage via Greenfield, not shown in the previous BPSR editions examined. Stages on this route leave Brigham’s on Hanover Street in Boston on Tuesday, Thursday, and Saturday, arriving on the third day at Troy, N.Y. at 3:00 PM and at Albany at 4:00 PM. Return trips leave A. Mulliken’s at 7 Green Street in Albany at 8:00 AM on Monday, Wednesday, and Friday, arriving in Boston at 5:00 PM on the third day. Intermediate points on the route and fares from Boston, if shown, are Cambridge, Watertown, Waltham, Weston, or Lincoln (\$0.75); Sudbury (\$1.00); Stow (\$1.125, which required a half cent coin); Bolton (\$1.33); Lancaster (\$1.50); Sterling (\$1.67); Princeton (\$2.00); Hubbardston (\$2.37); Barre (\$2.67); Petersham (\$3.00); New Salem (\$3.37); Montague or Greenfield (\$3.875); Deerfield, Conway, Ashfield, Plainfield, Savoy, Cheshire, Lanesboro, Hancock, Stephentown, Sand Lake, Troy or Albany \$7.00. Proprietors are Jones & Co., Boston; A. Holman, Jr., Bolton; N. Bryant, New Salem; S. Root and S. Abocrombie, Greenfield; N. Smith, Cheshire; S. Avery, Sand Lake; and W. Kingman, Albany. Agents are O. Preston, Boston and W. Kingman, Albany. This route does not appear in BPSR 0330.

BPSR 0330 has a new listing for a Boston and Albany Daily Stage via Brattleboro, with two routings. On Monday, Wednesday and Friday, stages leave Brigham’s in Boston at 2:00 AM, running through Cambridge, Waltham, Lincoln, Stow, Bolton, Lancaster, Leominster, Westminster, Templeton, Athol, Orange, Warwick, Winchester, and Hinsdale, stopping overnight at Brattleboro, and continuing next mornings via Marlboro, Wilmington, Bennington, Hoosick, Pittstown, Lansingburgh and Troy, arriving at Albany at 9:00 PM. On Tuesday, Thursday, and Saturday, the stages leave Boston at 2:00 AM, running through Cambridge, Lexington, Concord, Littleton, Groton, Townsend, Ashby, Rindge, Fitzwilliam, Richmond, Winchester, and Hinsdale to Brattleboro. After an overnight stop, the stages continue to Albany on the same route as above. Eastbound stages leave Albany daily except Sunday at 1:00 AM via Troy and Bennington, stopping to lodge at Brattleboro. On Monday, Wednesday, and Friday, stages leave Brattleboro at 2:00 AM, running to Boston via Fitzwilliam, Groton, and Concord. On Tuesday, Thursday, and Saturday, stages leave Brattleboro at 2:00 AM, running to Boston

via Athol, Lancaster, and Bolton, arriving in Boston at 8:00 PM. Books are kept at Brigham's, at Chase's Stage House in Brattleboro, Hicks' in Bennington, Thurston's (formerly Pierce's) in Troy, and E. Young's at 476 South Market Street in Albany. [The Boston departures on Monday, Wednesday, and Friday and the Brattleboro departures on Tuesday, Thursday, and Saturday may be the Mail Stage from Albany.]

Information for this route is the same in BPSR 0531 and BPSR 0332. Information is also the same in BPSR 0733, except that the name of the Albany Agent is deleted, while the departure point is still 500 South Market Street. Information is the same as in BPSR 0733 in BPSR 0335, except for addition of R & G Walbridge as Agents at Albany. Information is the same as in BPSR 0335 in BPSR 0636, except that the Boston departure location changes from Brigham's to Hobart's and no Albany Agent is shown. Information is almost the same in BPSR 1237. The Boston departure point is still 36 Hanover Street, but it is identified as Davenport's Hotel instead of Hobart's. The Albany terminal changes to Baker & Walker's at 402 South Market Street, from unidentified premises at 500 South Market.

BPSR 0733 has a new entry for a Boston, Brattleboro, Vt. and Albany, N.Y. Mail Stage. Boston departures are at 7:00 AM Tuesday, Thursday, and Saturday from No. 9 Elm Street, with arrival in Peterborough, N. H. the same evening, Brattleboro arrivals the second night, and Albany arrivals the third night. Albany departures from 406 South Market Street are at unspecified hours on Monday, Wednesday, and Friday, with Brattleboro arrivals the same night, Peterborough arrivals the second night, and Boston arrivals the third day. The route is through Lowell and Tyngsboro, Mass.; Dublin, Marlborough, Keene, and Chesterfield, N. H.; over the new Turnpike, via Marlboro, Wilmington, Scarborough, Woodford, and Bennington, Vt.; and through Hoosac, Pittstown, Brunswick, Lansingburgh, and Troy, N. Y. to Albany. Proprietors are J. N. Cunningham, Lovejoy & Holt, G. W. Sherburne, and P. Stevens. Fares are not shown. Information for this route is the same in BPSR 0335.

BPSR 0636 has a listing for a Boston, Brattleboro, Vt. and Albany Mail Stage, but it consists of a stage between Lowell and Albany, with a train connection between Boston and Lowell. The stages leave Lowell Tuesday, Thursday, and Saturday "on the arrival of the cars." The listing does not specify which of the four daily trains on the Boston & Lowell (B&L) Railroad this refers to. Stages leave No. 406 South Market Street in Albany on Monday, Wednesday, and Friday mornings. The route from Lowell to Albany is the same as that of the former through stage route between Boston and Albany via Lowell, Keene, and Brattleboro. Information for this route is the same in BPSR 1237.

Also listed in BPSR 0636 is a stage leaving Albany daily except Sunday at 8:00 AM for Boston via Bennington, Brattleboro, and Lowell. In BPSR 1237, the 8:00 AM departure is replaced with two departures, at 2:00 and 10:00 AM.

BPSR 0636 also shows a route between Albany and Boston via Chester, Vt., Charlestown, N.H. and a probable but unspecified rail connection. Departures from Albany are daily at 2:00 AM. Total time between Albany and Boston is 2½ days. This route is not shown in BPSR 1237.

BPSR 0636 also has a new listing for Albany, Troy, and Boston Eastern Mail and Accommodation Stages via the B&W and B&L Railroads. Stages start from the National Hotel at River and Ferry Streets in Troy, N.Y. at 1:00 AM daily except Sunday via Williamstown, North Adams, South Adams (Adams), Cheshire, Deerfield, and Greenfield. From Greenfield,

stages continue to Worcester and the B&W via Barre, or to Lowell and the B&L via Templeton. Arrival in Boston is 5:00 PM the second day via the B&L or 6:00 PM the second day via the B&W. Agents are James S. Keeler in Troy and J. R. Clark in Albany. Information for this route is the same in BPSR 1237.

BPSR 0335 has a short new listing for a Boston and Brattleboro, Vt. Mail Stage. It leaves Wildes' General Stage Office at 11 Elm Street in Boston daily except Saturday at 5:00 AM. Horace Brown is the Agent. No other information is provided. This route is not listed in BPSR 0636.

BPSR 0335 has a new listing for Boston Forest Line Stages for Saratoga, Albany, Troy, and Lake George. Boston departures are from the Stage Office at 7 Brattle Street on Monday, Wednesday, and Friday at 2:00 PM, "via Lowell, Nashua, Charlestown (New Hampshire) to Saratoga." The same company runs stages every day for Bellows Falls, Walpole, and Brattleboro, and on Monday, Wednesday, and Friday for Windsor, Woodstock, Montpelier and Burlington. E. Putnam is the Agent. The Forest Line is not listed in BPSR 0636.

BPSR 1237 shows two new routes from Albany to Boston via connection with the B&W RR at Worcester. On one route, stages leave Albany daily at 11:00 PM via Hancock, Adams, and Greenfield. On the other route, stages leave Albany Tuesday, Thursday, and Saturday at 10:00 AM via Hoosick, Williams College, Adams, and Greenfield. The route between Albany and Boston via Chester, Vermont and Charlestown, New Hampshire that appeared in BPSR 0636 is not shown in BPSR 1237.

BPSR 1237 has a new listing for an Albany and Boston Telegraph Line via Worcester Railroad. (At this time, the word *telegraph* referred to long distance transportation of written materials, rather than electronic telegraphy.) Stages leave Baker & Walker's Stage Office at 402 South Market Street and Thorpe and Sprague's office at North Market and State Streets daily at 4:00 PM, immediately after arrival of the morning train from Utica. The stages run Monday, Wednesday, and Friday via Pittsfield and Northampton and Tuesday, Thursday, and Saturday via Stockbridge and Springfield, and arrive in Worcester the next day in time to take trains for Boston. Westbound stages leave the Worcester Stage Office at 4:00 PM, after arrival of the 11:00 AM train from Boston and arrive in Albany the next day in time to take the train for Utica. The through fare from Albany to Boston via stage and rail is \$9.00. The same listing says that the Old Mail Line via Pittsfield, Stockbridge, and Northampton leaves Albany at 3:00 AM, arriving in Worcester in a day and a half, in time to connect with a train from Boston.

Another new listing in BPSR 1237 is for a Saratoga and Boston Express Mail, leaving Saratoga every day at 5:30 AM, through in two days via Schuylerville, Union Village, and Cambridge, New York; Arlington and Manchester, Vermont; Charlestown, New Hampshire; and the Boston & Lowell Railroad.

Stages Between Boston, Worcester, and Intermediate Points

The only change in details about the Boston and Worcester Accommodation Stage in BPSR 0526 compared with BPSR 0925 is that the westbound trips run two hours later in BPSR 0526, leaving Boston at 10:00 AM and arriving in Worcester at 5:00 PM. In BPSR 0527, the eastbound trips leave Worcester at 7:00 AM instead of 9:00 and arrive in Boston at 2:00 PM instead of 4:00.

Compared with BPSR 0527, BPSR 0528 shows Worcester arrival times for the Boston and Worcester Accommodation Stage changed to 4:00 PM from 5:00 PM, and Worcester departure times changed to 8:00 AM from 7:00 PM, but Boston arrival and departure times are unchanged. Information is the same as in BPSR 0528 in BPSR 0329. Information is almost the same in BPSR 0330, but Worcester departure time changes to 7:00 AM from 8:00, and Boston arrival time changes from 2:00 PM to 1:00. Information is the same as in BPSR 0330 in BPSR 0531 and BPSR 0332. The only change in BPSR 0733 is that F. A. Billings replaces H. Earl as Boston Agent. BPSR 0335 shows the Boston departure point changed slightly, from the former Earl's Coffee House at No. 36 Hanover Street to the Stage Office at No. 34 Hanover. BPSR 0636 shows the Boston departure point changed again, to 7 Elm Street.

BPSR 1237 shows service on the Boston and Worcester Accommodation Stage increased to daily except Sunday from tri-weekly. Boston departures are still at 10:00 AM, but Worcester arrivals change to 5:00 PM from 4:00. Worcester departures are still at 7:00 AM, but Boston arrivals change to 1:30 PM from 1:00.

Information for the Uxbridge and Boston Accommodation Stage is the same as in BPSR 0925 in BPSR 0526. The only change in BPSR 0527 is that Boston arrival time is 11:30 AM instead of noon.

BPSR 0528 still shows the Uxbridge and Boston Stage running tri-weekly, eastbound on Monday, Wednesday, and Friday, with Boston arrivals changed back from 11:30 AM to noon, and westbound on Tuesday, Thursday, and Saturday. This service now alternates with a Natick Accommodation Line, leaving Boston at 4:00 PM on Monday, Wednesday, and Friday, and leaving J. Brooks' in Natick at 6:00 AM on Tuesday, Thursday, and Saturday, and arriving in Boston at 9:00 AM. With these schedules, one coach can cover all Uxbridge trips and all Natick trips.

BPSR 0329 shows the same schedule as BPSR 0528 for trips over the full length of the Uxbridge and Boston Stage route. However, the alternate-day Natick Accommodation trips are not shown in BPSR 0329.

In BPSR 0330, the Uxbridge and Boston Stage is renamed the Boston, Mendon, and Uxbridge Daily Line. However, trips on three days a week are those of the new Boston, Hartford, and New Haven Accommodation Line, discussed below. Trips covering only the segment between Boston and Uxbridge still leave Wildes' in Boston on Tuesday, Thursday, and Saturday at noon, but they arrive in Uxbridge at 6:00 PM instead of 7:00. Departures from Uxbridge are still on Monday, Wednesday, and Friday, but at 6:00 AM instead of 5:00, with Boston arrival still at noon. The stages that run through from Hartford leave Uxbridge at 11:00 AM on Tuesday, Thursday, and Saturday and arrive in Boston at 5:00 PM. The stages that run through to Hartford leave the Marlboro Hotel in Boston at 5:00 AM on Monday, Wednesday, and Friday, and arrive in Uxbridge at 11:00 AM.

The Boston, Mendon, and Uxbridge Daily Line is replaced in BPSR 0531 by a Boston, Newton, Needham, Natick, Sherburne, Holliston, Milford, Mendon, and Uxbridge Daily Line of Stages. The Boston departure location changes to Wildes' from the Marlboro Hotel, and no departure or arrival times are listed.

For the Boston, Newton, Needham, Natick, Sherburne, Holliston, Milford, Mendon, and Uxbridge Daily Line of Stages, BPSR 0332 adds the information that Boston departure time is 7:00 AM on Monday, Wednesday, and Friday and 11:30 AM on Tuesday, Thursday, and

Saturday. The 7:00 AM departures probably refer to trips on the Hartford Middle Line, not corrected for a change to 5:00 AM on that line. Information is the same in BPSR 0733 as in BPSR 0332, but the 7:00 AM departure time on Monday, Wednesday, and Friday now agrees with that of the Hartford Middle Line stage.

Information for the Boston, Newton, Needham, Natick, Sherburne, Holliston, Milford, Mendon, and Uxbridge Daily Line of Stages is the same in BPSR 0335 as in BPSR 0733, but the 7:00 AM departure time on Monday, Wednesday, and Friday is no longer the same as that of the Hartford Middle Line stage. The Uxbridge line is not listed in BPSR 0636.

In BPSR 0526, the Dudley and Boston Accommodation Stage from BPSR 0925 is replaced with a new route bypassing Worcester, and with a new westbound schedule. Boston departure time changes to 7:00 AM from 2:00 AM, and the Boston departure point is specified as the City Tavern. Stages still leave Dudley on Monday, Wednesday, and Friday at 7:00 AM, and the departure point is specified as Healey's Hotel. The route runs through Oxford, Sutton, Millbury, Wilkinsonville, Grafton Centre, Westborough Centre, Southborough Centre, Framingham, Natick, Needham (Wellesley), Newton, Brighton, and Cambridgeport. It overlaps the Mendon Stage route between Natick and Boston. The distance is 58 miles and the through fare is \$2.87. S. Wood is the agent. Information is the same in BPSR 0527 as in BPSR 0526.

Information for the Dudley and Boston Accommodation Stage is mostly the same in BPSR 0528 as in BPSR 0527, but BPSR 0528 has the added information that the Dudley stage connects at Wilkinsonville with the Worcester and Providence stage. BPSR 0329 adds the information that the Boston & Worcester Stage Company owns the line. Information is the same as in BPSR 0329 in BPSR 0330, BPSR 0531, and BPSR 0332. The only change in BPSR 0733 is that the Coffee House at 36 Hanover Street is no longer Earl's. BPSR 0335 shows the Boston departure point changed from the former Earl's Coffee House at No. 36 Hanover Street to the Stage Office at No. 34 Hanover.

In BPSR 0636, the Dudley and Boston Accommodation Stage is replaced with a stage between Dudley and Westborough, connecting with the B&W Railroad for the rest of the trip to Boston. The stage routing between Dudley and Westborough is the same as that of the former through route to Boston. This route does not appear in BPSR 1237.

BPSR 0526 shows the Boston and Westborough Old Town Accommodation Stage running through to Worcester, now called the Boston, Westborough, and Worcester Accommodation Stage. The stage still leaves Boston on Tuesday, Thursday, and Saturday at 10:00 AM but arrives in Worcester at 4:00 PM, despite the longer distance. Eastbound trips leave Worcester at 9:00 AM on Monday, Wednesday, and Friday and arrive in Boston at 3:00 PM. The routing is changed substantially, running via Watertown, Waltham, Weston, East Sudbury (Wayland), Saxonville, Framingham, Westborough, and Shrewsbury. The only change from BPSR 0526 in BPSR 0527 is that the eastbound trips leave Worcester at 7:00 AM instead of 9:00 and arrive in Boston at 1:00 PM instead of 3:00. Information is the same as in BPSR 0527 in BPSR 0528, BPSR 0329, BPSR 0330, BPSR 0531, and BPSR 0332. BPSR 0733 shows the Boston departure time changed to 9:00 AM from 10:00, and the route description adds N. England Village between Westborough and Shrewsbury. BPSR 0335 shows the Boston departure point changed from the former Earl's Coffee House at No. 36 Hanover Street to the Stage Office at No. 34 Hanover.

BPSR 0636 has no listing for the Boston, Westborough, and Worcester Accommodation Stage, which was probably put out of business by the B&W Railroad. A new route covering the inner end of the former Westborough route appears in BPSR 0636. This is a Framingham Accommodation Stage. Departures are Monday, Wednesday, and Friday at 8:00 AM from Framingham and Tuesday, Thursday, and Saturday at 2:30 PM from 7 Elm Street in Boston. The through fare is \$1.00. The route runs through Watertown, Waltham, Weston, Wayland, and Saxonville to Framingham. Burt & Billings are the proprietors. Information is the same in BPSR 1237.

BPSR 0332 has a new listing for a Boston and Worcester General Interest Coach. Trips on this route leave the Stage Office at 7 Elm Street in Boston at 9:00 AM Tuesday, Thursday, and Saturday and leave Estabrook's in Worcester Monday, Wednesday, and Friday at 7:00 AM. Arrival times are not shown. The route runs through Cambridgeport, Watertown, Newton, Needham (Wellesley), Natick, Hopkinton, Upton, and Grafton. Stevens & Pender is the Agent. This route does not appear in BPSR 0733.

BPSR 0636 lists several stage connections with the B&W at Worcester, consisting of modifications to older established stage lines. Destinations include Albany via Springfield or Northampton; North Brookfield; Hartford and New Haven; Greenfield and Keene; and Norwich, with steamboat connection to New York. Stages on these routes leave Worcester on arrival of the train leaving Boston at 6:00 AM. Through tickets can be purchased at the stage office at No. 7 Elm Street. Information about these connecting lines is mostly the same in BPSR 1237.

Stages Between Boston and New York

BPSR 0526 shows the departures of the Boston and New York Stage and Steamboat Union Line via Norwich changed to Saturday and Wednesday from Boston and to Tuesday and Saturday from Norwich. Boston departures are still at 4:00 AM, but Norwich arrivals change to 5:00 PM from 6:00. It is noted that the steamer *Fanny* has been put in good repair over the winter, with the addition of a spacious Ladies' Cabin.

In BPSR 0527, the Boston and New York Stage and Steamboat Union Line steamboat connection is at New London instead of Norwich. The stage leaves the Marlboro Hotel in Boston at 3:00 AM on Sunday, Monday, Wednesday, and Friday and arrives in New London the same evenings. The boat leaves on arrival of the stage and arrives in New York the next morning. Boat departures from New York are at 4:00 PM Monday, Wednesday, Friday, and Saturday, with New London arrival the next morning. Connecting stages depart immediately for Boston via Providence. The fare from Boston to New York is \$7.50. BPSR 0528 has no listing for this route.

A new stage and steamboat line listed in BPSR 0527 routes the stages from Boston to Norwich via Worcester. The stage leaves Earl's in Boston on Sunday and Thursday at 1:00 PM and arrives in Worcester in the evening. On Monday and Friday mornings, the stage leaves Worcester, arriving at Norwich in time to connect with the steamer *Fanny* for New York. The boat leaves New York at 3:00 PM on Saturday and Wednesday, and it arrives at Norwich the next morning. The stage is waiting at Norwich to take passengers to Worcester and Boston. The fare is not shown. BPSR 0528 has no listing for this route.

BPSR 0329 has a listing for a Boston and New York Stage and Steamboat Line via Norwich and New London, but the operating strategy differs from those used until 1827. Under the new schedule, stages leave the Marlboro Hotel in Boston at noon on Tuesday and Friday, arriving in Providence the same afternoon. Steamboat passengers have to stay overnight in Providence,

continuing on Wednesday or Saturday morning and arriving in New London in time to take the Steamboat *Fanny*, arriving in New York early on the morning after that. Return trips leave New York at 3:00 PM Monday and Thursday, arriving in New London the next morning. Stages are waiting there to convey passengers to Providence to dine, and to Boston the same evening. An ad in the May 7, 1829, *New York Evening Post* says the boat leaves Norwich at 3:00 PM and New London at 4:30 on Wednesday and Saturday.

Information for the Boston and New York Stage and Steamboat Line is much less complete in BPSR 0330 than in BPSR 0329. It is not clear on how many days per week the stages run. Boston departure time changes to 5:00 AM from noon, and Providence arrival time from unspecified afternoon to noon. This suggests that the stages run through to Norwich or New London the same day rather than requiring a Providence stopover as in BPSR 0329. Boat departure time from New York changes to 4:00 PM from 3:00.

The listing for the Boston and New York Stage and Steamboat Line in BPSR 0531 is more detailed than the listing in BPSR 0330 and shows the stages using a new routing. Stages leave Wildes' in Boston on Tuesday and Friday at noon, lodge in Uxbridge, and arrive in Norwich the next day at 2:00 PM. There, passengers are received on board the steamboat *Chief Justice Marshall*, Capt. Davison, which leaves at 3:00 PM and arrives in New York early the next morning. The boat leaves New York on Monday and Thursday afternoons and arrives in Norwich early the next morning, where "a coach is always in readiness at the wharf to take passengers direct to Boston the same day." The route from Boston is over the Mill Dam (Beacon Street), via Brighton, Newton, Needham (Wellesley), Natick, Sherburne, Holliston, Milford, Mendon, Uxbridge, Douglas, Thompson, Killingly, Brooklyn, and Canterbury to Norwich, a distance of 80 miles. Fares from Boston are \$4.00 to Norwich or \$6.00 to New York. The agent is C. B. Wilder.

In BPSR 0332 in place of a listing for the Boston and New York Stage and Steamboat Line is a listing for a Boston and New York Despatch Line via Norwich and New London. On this route, stages leave Wilde's in Boston at 4:00 AM on Monday and at noon on Wednesday for New London, where they meet the steamboat leaving at 7:30 AM Tuesday and Friday. The stage route runs through Newton, Holliston, Milford, Uxbridge, and Thompson. There is no information about lodging. The fare to Norwich is \$4.00. J. Brooks & Co. is the Agent.

BPSR 0733 has a listing for a Boston and New York Stage and Steam Boat Line via Norwich, Connecticut. The same or a similar name was used in previous years for various route configurations but did not appear in BPSR 0332. In the BPSR 0733 listing, stages leave Wildes' at 11 Elm Street in Boston Monday and Thursday at 3:00 AM and arrive in Norwich the same days at 5:00 PM. From there, passengers take the steamboat *Gen. Jackson* and arrive in New York early the next morning. Passengers returning via this service leave New York On Tuesday and Friday evenings and arrive in Boston the following evenings. The through fare is \$6.00. Job Brooks is Agent.

In place of the Boston and New York Despatch Line, BPSR 0733 has a listing for a Norwich, Ct. & Boston Steam Boat Line. On this route, stages leave Wildes' in Boston daily except Saturday and Sunday. Departures are at 3:00 AM on Monday, Wednesday, and Friday and at noon on Tuesday and Thursday, connecting at Norwich with the boat for New York. The stage runs through Brighton, Newton, Sherburne, Holliston, Milford, Hopkinton, Mendon Uxbridge "&c." (This implies two routings, as a route via Holliston would not have passed though Hopkinton after Milford.) Proprietors are Brooks, Godfrey & Co.

In BPSR 0335, the listing most comparable to the one in BPSR 0733 that was headed Boston and New York Stage and Steam Boat Line via Norwich is headed Boston and Norwich, Ct. Stage. Boston departures are still on Monday and Thursday from Wildes' but are at 3:30 AM instead of 3:00. Norwich arrival time is shown only as in time to take the steamboat *General Jackson*, rather than specifically at 5:00 PM. Instead of showing departures of the boat from New York on Tuesday and Friday, the BPSR 0335 listing shows the stage leaving Clark's Hotel in Norwich on Wednesday and Saturday, arriving in Boston the same evening. Wm. Godfrey is the Agent instead of Job Brooks.

The entry for the Norwich, Ct. & Boston Steam Boat Line in BPSR 0335 shows only the same departures included in the listing for the Boston and Norwich, Ct. Stage.

The most detailed information for a combined rail and stage line via Worcester in BPSR 0636 is for the Boston and New York Stage and Steam Boat Line via Norwich and New London. On this route, passengers leave Boston by train daily except Saturday and Sunday at 3:00 PM, and stop overnight in Worcester. The trip continues at 5:30AM via the Tremont Line of Stages, with arrival in Norwich in time to connect with the boats for New York. On Saturdays, stages leave Worcester on arrival of trains from Boston (presumably those leaving Boston at 6:00 AM), arriving in Norwich the same evening, and in New York by boat early the next morning. Arrangements are by J. Brooks in the General Stage Office at 11 Elm Street in Boston.

In BPSR1237, on the Boston and New York Stage and Steam Boat Line via Norwich and New London (the service with a 3:00 PM train from Boston to Worcester), an overnight stopover in Worcester and a 5:30 AM stage departure for Norwich is reduced to Monday and Thursday from Monday through Friday, and the stage departure from Worcester is changed to 6:00 AM. On Tuesday, Wednesday, Friday, and Saturday, instead of just on Saturday, passengers can take the morning train from Boston to Worcester, and the stage will leave immediately after the train arrives. The through fare from Worcester to New York is raised to \$5.50 from \$5.00, but a local fare of \$3.00 between Worcester and Norwich is offered.

BPSR 0636 has a new listing for a Boston and Providence Railroad and Pilot Line of Coaches to Norwich, but the service description does not seem to include rail for any part of the trip. The listing says coaches leave the Marlboro Hotel in Boston daily except Sunday at 8:00 AM to meet the steamers for New York, and leave Providence except Sundays at 7:00 AM, arriving in Boston at 1:00 PM. At the depot in Providence, passengers are conveyed to Norwich by coach. Ezra Miller is the Agent. The listing for the Boston & Providence Railroad in BPSR 0636 says a steamboat train leaves Boston daily at 1:30 PM, and it leaves Providence immediately after arrival of the "Steamboats of the Transportation Company." These are in addition to trains leaving Boston and Providence at 7:00 AM and 4:00 PM except Sundays.

The listing for the Boston and Providence Railroad and Pilot Line of Coaches to Norwich shown in BPSR 0636 is replaced in BPSR 1237 with a shorter listing for Boston and Providence Stages. Boston departures are still daily at 8:00 AM, with connections for New York boats at Providence. However, the stage connection from Providence to boats at Norwich is replaced with a rail connection from Providence to steamboats at Stonington. The Boston departure point is changed from the Marlboro Hotel to Macomber's at 9 Elm Street.

BPSR 0526 shows no change from BPSR 0925 in service on the Boston and New York Mail Coach, but it adds the information that the through fare between Boston and New York via stage and steamboat is \$10.00 versus \$11.00, all by stage.

Information about the Boston and New York Mail Coach is mostly the same in BPSR 0527 as in BPSR 0526. However, in BPSR 0527 steamboat connections at Hartford are available Monday, Wednesday, Thursday, and Saturday rather than only Monday and Thursday.

The Boston and New York Mail Coach has the same westbound schedule in BPSR 0528 as in BPSR 0527. Eastbound, however, the New York departure time changes to 10:30 AM from 8:00 AM, New Haven arrival changes to midnight from 11:00 PM, and Hartford arrival the next morning changes to 7:00 AM from 6:00. Boston arrival is still at midnight on the day after New York departure. Fares are not shown in BPSR 0528. Steamboat connections at Hartford and New Haven are still shown, but it is not specified if they are daily or still only on certain days.

The Boston and New York Mail Coach has a new schedule in BPSR 0329. Stages now leave Boston daily at 10:00 PM, arriving in Worcester at 3:30 AM, Hartford at 1:30 PM, New Haven at 8:30 PM, and New York at 10:00 the next morning. Return trips leave New York daily at 5:00 AM, arriving at New Haven at 7:00 PM, Hartford at 1:00 AM, and Boston at 6:00 PM on the second day. A note says that the old mail line also continues, leaving Boston at 1:00 PM (as shown in BPSR 0528) and Worcester at 7:30 PM, but includes no other times for that line either westbound or eastbound.

Information for the Boston and New York Mail Coach is mostly the same in BPSR 0330 as in BPSR 0329, but an added note for the old mail line says that after arriving in Worcester at 7:30 PM, passengers can take the mail stage “for Hartford &c” the next morning. Information is the same in BPSR 0531 as in BPSR 0330 except for a few additions and changes to the list of proprietors. Information is the same in BPSR 0332 as in BPSR 0531.

BPSR 0733 shows a significantly revised schedule for the Boston and New York Mail Coach compared with BPSR 0332. Daily Boston departures change to 6:45 AM from 10:00 PM, with the time at Worcester changed to noon from 3:30 AM and at Hartford to 11:00 PM from 1:30 PM. Time at New Haven is no longer shown. Arrival time at New York changes to 4:00 PM from 10:00 AM, still on the second day. Departures from New York change to 6:30 AM from 5:00 AM. Arrival times change to 10:30 PM from 1:00 AM at Hartford and to 3:30 PM from 6:00 PM in Boston on the second day. Proprietors change from Hezekiah Earl to F.A. Billings in Boston, from D. K. Porter to C. Bullard in Sturbridge, and from Barnes & Hyde to N. Gilmore in Stafford, but the rest are unchanged.

The schedule for the Boston and New York Mail Coach in BPSR 0335 is much closer to the one in BPSR 0332 than to the one in BPSR 0733. In the BPSR 0335 listing, Boston departures from 34 Hanover Street are daily at 10:00 PM, with arrival in Worcester at 4:00 AM, Hartford at 2:00 PM, and New York at 10:00 AM, 36 hours after leaving Boston. Departures from New York are daily at 7:00 AM, with arrival in Hartford at 8:00 PM (which seems improbably fast) and arrival at Boston at noon the day after leaving New York.

BPSR 0636 shows the same schedule as BPSR 0335 for the Boston and New York Mail Coach but adds a stop at Clappville (Rochdale) in Auburn, and it omits the list of proprietors.

For the Boston and New York Mail Coach, BPSR 1237 shows the overnight stage segment between Boston and Worcester replaced with a connection at Worcester from the morning train from Boston. Instead of leaving Worcester at 4:00 AM, the stage leaves on arrival of the train. Hartford arrival changes to “evening” from 2:00 PM, and New York arrival time is not specified. The connection still leaves New York at 7:00 AM and arrives at Hartford at 8:00 PM, but Boston arrival the next day changes to 10:00 AM from noon.

Stages Between Boston and Providence

BPSR 0526 has several changes from BPSR 0925 in the information for the Boston and Providence Citizen's Coach. Stages in opposite directions still leave the Marlboro Hotel in Boston and an unspecified Providence location daily except Sunday at 7:30 AM, but the arrival times are specified as 1:00 PM rather than "to dine." Steamboat connections at Providence are not mentioned, probably because the steamboat line is only seasonal. The 0526 listing also shows Citizen's running coaches leaving Boston daily except Sunday at 11:00 AM, arriving in Providence at 4:30 PM, and leaving Providence daily except Sunday at 10:00 AM and arriving in Boston at 3:30 PM. The 7:30 AM trips from Providence run via the turnpike; the 10:00 AM trips run via Walpole and Wrentham. The through fare is \$2.50.

The listing for the Boston and Providence Citizen's Coach shows several changes in BPSR 0527 compared with BPSR 0526. Some of these are probably seasonal adjustments implemented on different dates in the two years. Daily departures from Boston and Providence of the mail stage are changed from 7:30 AM to 7:00 and daily-except-Sunday accommodation stage departures from Boston are changed from 11:00 AM to noon. Additional trips leave Boston on Monday, Wednesday, and Friday at 3:00 AM to connect with steamboats at New London, and others leave Boston at 5:00 AM on Tuesday, Thursday, and Saturday to connect with steamboats at Providence. The departure time of the accommodation stage from Providence is changed to 8:30 AM from 10:00. Additional stages leave Providence on arrival of the steamboats.

The listing for the Boston and Providence Citizen's Stages shows several changes in BPSR 0528 compared with BPSR 0527. Coaches for New London with steamboat connections are not shown, but 5:00 AM Boston departures with steamboat connections at Providence are increased from tri-weekly to daily except Tuesday. The Mail Stage departure time from Boston is changed to 7:30 AM from 7:00. The departure time of the northbound accommodation coach from Providence is changed to 8:00 AM from 8:30. The fare is increased to \$2.50 from \$1.50.

The BPSR 0329 listing for the Boston and Providence Citizen's Stages shows the same mail and accommodation stages as in BPSR 0528, but no stages to or from steamboat connections are included. Newspaper ads indicate that the Providence Line of steamers did not run in the winter at this time.

The BPSR 0330 listing for the Boston and Providence Citizen's Stages shows some changes from BPSR 0329. Mail stages leave Boston at 5:00 and 7:00 AM instead of one departure at 7:30 AM. The Accommodation stages leave Boston at 11:30 AM instead of noon. Departure times from Providence for Boston are unchanged.

Information for the Boston and Providence Citizen's Stages is almost the same in BPSR 0531 as in BPSR 0330, but a second Boston departure point is added at Blake's Mansion House on Milk Street, and there is only one Mail Stage departure from Boston, at 5:00 AM.

BPSR 0332 shows some schedule changes for the Boston and Providence Citizen's Stages compared with BPSR 0531. In place of Mail Stages leaving Boston daily except Sunday at 5:00 AM are 5:00 AM departures on Tuesday, Thursday, and Saturday to meet the boats at Providence. On Monday, Wednesday, Friday, and Sunday, stages leave Boston at 8:00 AM. There are also still Accommodation Stages from Boston for Providence daily except Sunday at 11:30 AM. Departure schedules from Providence for Boston are unchanged.

The listing for Boston and Providence Citizen's Stages in BPSR 0733 is not clear about departure days, stating that stages leave Boston at 5:00 AM and 6:00 AM (with the latter called

the Pilot Line) and arrive in Providence before the departure of the boats. Accommodation stages leave Boston at 11:00 AM and 2:30 PM, except Sunday, when they leave at 9:00 AM. Stages leave Providence every morning, with additional trips on arrival of the boats. Thomas P. Brown is the Boston Agent.

The listing for the Boston and Providence Citizen's Stages in BPSR 0335 has several changes from the listing in BPSR 0733. There are still Boston departures at 5:00 AM, but the Pilot Line departures change to 6:30 AM from 6:00. The accommodation stage departures daily except Sunday at 11:00 AM and 2:30 PM and on Sunday at 9:00 AM are replaced with a single departure at noon, except on Sunday, when it leaves at 7:30 AM. An added note says: "The Citizen's Line also runs in connection with the Rail Road Cars, to convey passengers to and from the boats." The transfer location is not specified, but the Boston & Providence Railroad was open only as far south as Canton until June 1835.

There is no listing for Boston and Providence Citizen's Stages in BPSR 0636.

The Boston, Walpole, Wrentham and Providence Stage and the Boston and Providence New Line of Coaches that appeared in BPSR 0925 are not in BPSR 0526.

BPSR 0527 has a new listing for a Boston and Providence Commercial Stage Coach. Stages leave Brigham's at 42 Hanover Street in Boston on Tuesday and Saturday mornings to meet steamboats at Providence, and on Wednesday and Sunday mornings to connect at Providence with stages for New London. The route runs via Roxbury, Dedham, and Walpole. The fare from Boston to Providence is \$2.00. A. Fuller is the Boston agent.

BPSR 0528 shows several changes in service by the slightly renamed Boston and Providence Citizen's Commercial Line of Stages. Service with New London stage connections is not shown, but service to Providence with steamboat connections there is increased from only Tuesday and Saturday to daily, with Boston departures at 5:00 AM, changing to 7:30 AM on Tuesday. Providence departures are shown as daily at 8:00 AM and on the arrival of boats from New York. The route is described as "over the turnpike." The fare is increased to \$2.50, from \$2.00.

BPSR 0329 shows a significant service change, probably seasonal, compared with BPSR 0528, for the again slightly renamed Boston and Providence Commercial Line of Stages. Daily departures from Boston are at noon instead of 5:00 AM (7:30 AM on Tuesdays), but there is also a "Steam Boat Line" of stages leaving Boston at 6:00 AM on Tuesday, Thursday, and Saturday. Departure times from Providence and the boat transfer location are not shown.

The entry for the Boston and Providence Commercial Line of Stages in BPSR 0330 is very short, suggesting that updated information has not been received. It says only that stages leave Brigham's on Hanover Street in Boston every day.

In BPSR 0531 the Boston and Providence Commercial Line of Stages is either renamed or replaced by the Boston and Providence Union Line. Stages leave Brigham's in Boston daily at 5:00 AM, connecting with steamboats at Providence. Stages leave Providence daily on arrival of the boats. The fare is \$2.00. A. M. Brigham is the agent.

BPSR 0332 shows a seasonal reduction in service on the Boston and Providence Union Line compared with BPSR 0531. Departures from Brigham's in Boston are still at 5:00 AM to connect with boats at Providence, but only on Tuesday, Thursday, and Saturday instead of daily. Departures from Providence are still on arrival of the boats, but only on Monday, Wednesday, and Friday.

BPSR 0733 has a seasonal change for the service now identified as Boston and Providence Union Steam Boat Line. Service increases from tri-weekly to daily-except-Sunday Boston departures at 5:00 AM and Sunday departures at 9:00 AM, with an additional accommodation stage leaving Boston daily except Sunday at 11:00 AM. Providence departure times are not shown. A. M. Brigham is Agent.

The listing for the Boston and Providence Union Steam Boat Line in BPSR 0335 is slightly more detailed than the listing in BPSR 0733. The Boston departure time of the accommodation stage that runs daily except Sunday changes from 11:00 AM to noon. Providence departures are shown as daily except Sunday at 5:00 AM from Shepard's Hotel. Boat connections are not mentioned except in the route name. Wm. Ross is the Agent instead of A. M. Brigham.

The Boston and Providence Union Steam Boat Line is not listed in BPSR 0636.

BPSR 0332 has a new listing for Boston and Providence Tremont Coaches. Departures on this route are at 5:00 AM daily except Sunday from the City Tavern, with Providence arrivals at 11:00 AM. Providence departures are daily except Sunday at 1:00 PM, with Boston arrivals at 7:00 PM. The fare is \$2.00. C. B. Wilder is the Agent at Boston.

BPSR 0733 has several changes in the listing for Boston and Providence Tremont Line compared with BPSR 0332. Boston departures are still at 5:00 AM but are daily instead of daily except Sunday. Providence departures change to 7:00 AM from 1:00 PM, and additional mail coaches leave Providence on arrival of the boats.

BPSR 0335 has a more extensive listing than BPSR 0733 for the Boston and Providence Tremont Line. There are still daily departures from Boston at 5:00 AM, except that on Sunday the departure time changes to 9:00 AM. Providence departure time changes to 6:30 AM from 7:00. Also shown in BPSR 0335 is an accommodation stage leaving Boston daily except Sunday at noon and leaving Providence at 7:00 AM. The fare is \$2.00. An added note says: "This line connects with the Rail Road Cars at Canton via Foxboro' and Attleboro' on the arrival of the boats. A second note says: "To meet the boats, the cars leave the depot, foot of Common, every morning at 7 (Sundays at 9), thence by coach to Providence in 4 h." These notes referred to a joint service with the Boston & Providence Railroad, by train between Boston and Canton and by stage between Canton and Providence. Newspaper ads show that this service was established in September 1834, when the railroad reached Canton. This route is not listed in BPSR 0636.

BPSR 0733 also has a listing for a Boston and Providence, R.I. New Line of Stages. Departures from No. 9 Elm Street in Boston are at 5:00 AM daily except Sunday, with arrival in Providence "in season to meet the boats." Departures from Providence are at unspecified times in mornings, except Sundays. E. Miller is Agent. This line is not listed in BPSR 0335.

In the same direction, BPSR 0733 has a new listing for a Boston, Foxboro, and Sharon Accommodation Stage. Boston departures from the Washington Coffee House are at 11:00 AM on Tuesday, Thursday, and Saturday, extending through North and South Bridgewater. Return trips are at unspecified times on the alternate days.

BPSR 0335 does not have a listing for the Boston, Foxboro, and Sharon Accommodation Stage, but it has a new listing for a Boston, East Attleboro, and Providence Accommodation Stage. Boston departures are from S. S. Stone's City Tavern (formerly Doolittle's) on Brattle Street Tuesday, Thursday, and Saturday at noon. Departures from Providence are also at noon, but departure days are not specified. The route runs through South Boston, Dorchester, Milton,

Canton, Sharon, and Foxboro. (East Attleboro refers to what is now downtown Attleboro.) This route is not listed in BPSR 0636.

Stages Between Boston, Hartford, New Haven, and Intermediate Points

Information about the Boston, Hartford, and New Haven Middle Line Accommodation Stage in BPSR 0526 is almost the same as in BPSR 0925. Departure times are unchanged, but arrival times are one hour earlier in BPSR 0526. However, the day without departures from Boston and from New Haven changes from Tuesday to Sunday.

In BPSR 0527, service on the slightly renamed Boston, Hartford, and New Haven Middle Road Stage is reduced from daily except Sunday to tri-weekly. Departures, from the Exchange Coffee House in Boston, and from New Haven, are at 5:00 AM on Monday, Wednesday, and Friday. The stages stop overnight at Ashford, Ct., continuing at 5:00 AM on Tuesday, Thursday, and Saturday, and arriving in Boston and New Haven at 5:00 PM. Fares from Boston are still \$5.50 to Hartford or \$7.50 to New Haven. Information is the same in BPSR 0528, except that the Boston departure point is identified as Earl's Coffee House instead of the Exchange Coffee House. Information in BPSR 0329 and BPSR 0330 is the same as in BPSR 0528.

BPSR 0531 has several changes from BPSR 0330 in information for the Boston, Hartford, and New Haven Middle Road Stage. The Boston departure location changes from Earl's Coffee House on Hanover Street to Wildes' on Elm Street. The Boston departure time, still tri-weekly, changes to 7:00 AM from 5:00 AM. The arrival time in Ashford is no longer specified as 5:00 PM but shown as "to sup and lodge." Next day arrival time at Hartford, not shown in BPSR 0330, is listed in BPSR 0531 as 10:00 AM, two hours before the steamboats (on the Connecticut River) leave for New York. Arrival at New Haven is shown as "same PM" instead of 5:00 PM. New Haven departure time changes to 6:00 AM from 5:00. Hartford departure time is specified as 2:00 PM after the arrival of the steamboats from New York. Boston arrival time changes from 5:00 PM on the second day to "early next PM." The fare to Hartford is reduced to \$5.00 from \$5.50. The fare to New Haven is no longer shown, but the fare to New York from Boston is shown as \$7.50.

BPSR 0332 has a few changes from BPSR 0531 in the information for the Boston, Hartford, and New Haven Middle Road Stage. Departure time from Boston changes to 5:00 AM from 7:00 AM. Added information is that at New Haven on the second day, stages connect with the steamboat *Superior* for New York. Also added is that the route taken between Boston and Mendon is now through Brighton, Newton, Natick, Holliston, and Milford instead of through Dedham and Medway.

In BPSR 0733, the Boston, Hartford, and New Haven Middle Road Line of Stages is renamed the Boston and Hartford Middle Road Stage. Boston departure time changes back to 7:00 AM from 5:00 AM, still on Monday, Wednesday, and Friday. The stage still stops overnight in Ashford, with arrival in Hartford at 10:00 AM the next day. Passengers can still continue by stage to New Haven, but boat connections and stage departure times at New Haven are not shown. Eastbound Departures from Hartford are still at 2:00 PM Monday, Wednesday, and Friday, after arrival of the steamboats from New York.

In BPSR 0335, a Boston and Hartford, Ct. Middle Road Early Despatch Line replaces the former Boston and Hartford Middle Road Stage. Service increases to daily except Sunday from tri-weekly. Boston departure time changes to 4:00 AM from 7:00, and arrival in Hartford is the same evening. The overnight stopover in Ashford is eliminated, but an overnight stop at Hartford is needed for connection to the New York steamboats. Capacity is limited to eight passengers,

inside only. The fare from Boston to Hartford is \$4.00, with an additional \$3.00 to New York on the boats. W. Godfrey replaces Job Brooks as Agent at Boston. This line is not listed in BPSR 0636.

Shown in BPSR 0526 but not in earlier lists examined is a Boston and Hartford Accommodation Stage, following the same alignment as the New Haven Middle Line Stage as far as Hartford. Stages on this line leave Earl's in Boston and Morgan's coffee house in Hartford at noon on Tuesday, Thursday, and Saturday, and they arrive in Mendon the same afternoon. Stages in both directions continue from Mendon on Wednesday, Friday, and Monday at 7:00 AM, arriving in Boston at noon and at Hartford at 2:00 PM. Intermediate points listed in addition to those on the New Haven route are Medway, Bellingham, Uxbridge, and Douglas in Massachusetts, and Willington and Mansfield in Connecticut. This route is not shown in BPSR 0527.

Two new competing lines appear in BPSR 0330. Stages on the Boston, Hartford and New Haven, Ct. Accommodation Line of Post Coaches leave the Marlboro Hotel in Boston Monday, Wednesday, and Friday at 5:00 AM and arrive in Ashford "to sup and lodge." The next day, the stages leave Ashford at 5:00 AM and arrive in Hartford in time to take the steamboat leaving for New York at 11:00 AM, and in New Haven in time to take the 7:00 PM steamboat for New York. Returning stages leave New Haven Monday, Wednesday, and Friday at 6:00 AM and leave Hartford at 2:00 PM, after arrival of the New York steamboats. The stages arrive in Ashford to sup and lodge and arrive in Boston the following afternoon. This route runs through Brighton, Newton Lower Falls, Needham (Wellesley), Natick, Sherborn, Holliston, Milford, Mendon, Uxbridge, Douglas, Thompson, Pomfret, Ashford, Mansfield, Coventry, Bolton, Manchester, East Hartford, and Hartford. Proprietors are Brooks & Wilder, Boston; Wm. Godfrey, Milford; Jacobs & Co. and Thompson, D. Clark, Ashford; E. Pomeroy, Coventry; and J. Goodwin, Jr., Hartford. This route is not in BPSR 0531.

In BPSR 0330, stages on the Boston and Hartford Ct. Telegraph Line leave Earl's Coffee House in Boston Monday, Wednesday, and Friday at 3:00 AM and arrive in Hartford at 6:00 PM. Passengers can take New York steamboats the next day either at Hartford or at New Haven. Return stages leave the Exchange Coffee House in Hartford Tuesday, Thursday, and Saturday at 3:00 AM and arrive in Boston at 6:00 PM. This route runs through Brighton, Newton, Needham (Wellesley), Natick, Hopkinton, Upton, Northbridge, Sutton, Slatersville, Dudley, Ashford, and Tolland to Hartford, over the Central Turnpike. The fare is \$5.50. This route is not in BPSR 0531.

BPSR 0531 has a new listing for a Boston and Hartford Stage. On this route, stages leave Earl's Coffee House on Monday, Wednesday, and Friday at 9:00 AM, lodge at Woodstock, and arrive in Hartford and New Haven on the second day "in season for the boats." Stages leave Treat's Exchange Coffee House in Hartford Monday, Wednesday, and Friday at noon, lodge at Woodstock, and arrive in Boston the second day at 2:00 PM. The route is over the New Central Turnpike, through Brighton, Newton, Natick, Hopkinton, Sutton, Dudley, Woodstock, Ashland, and Tolland. The fare through to New York is \$6.50. Information is the same in BPSR 0332 and is also the same in BPSR 0733, except that the through fare between Boston and New York is raised to \$7.50 from \$6.50. Information is the same in BPSR 0335 as in BPSR 0733. This line is not listed in BPSR 0636.

BPSR 0733 has two new listings for stages between Boston and Hartford. The Boston and Hartford Citizens' Line Superior stage leaves Doolittle's Tavern in Boston daily except Sunday at 10:00 AM via Worcester, Leicester, Spencer, Brookfield, South Warren, Brimfield, Wales, Stafford Hollow, West Stafford, Ellington, East Windsor, and East Hartford to Hartford. Arrival and departure times at Hartford are not shown. Olmsted McCrae is Agent and Proprietor. This line is not listed in BPSR 0335.

On the Boston and Hartford Eclipse Line of Stages in BPSR 0733, Boston departures are daily except Sunday at unspecified times from the Mail Coach Office at 36 Hanover Street. The stages stop overnight at Worcester, leave there at 7:00 AM via Sturbridge, Stafford Springs, and Tolland, and arrive in Hartford at 5:00 PM. Departures from Hartford for Boston are daily except Sunday at unspecified times. The through fare is \$3.00. Information is the same in BPSR 0335, but this line is not listed in BPSR 0636.

BPSR 0335 has a new listing for a Boston and Hartford Telegraph Stage. It starts with a trip from Boston to Hopkinton on the Boston & Worcester Railroad, leaving the B&W station at 617 Washington Street in Boston at 7:00 AM daily except Sunday and arriving by stage in Hartford at 8:00 PM. The stage portion of the route is not shown except that on Tuesday, Thursday, and Saturday, the stage runs via Worcester and continues beyond Hartford to New Haven. F. A. Billings is the agent in Boston. This line is not listed in BPSR 0636.

BPSR 0335 includes a new listing for stage service between Boston and Hartford, identified only as Boston and Hartford. Departures from 7 Elm Street in Boston are daily except Sunday at 4:00 AM with arrival in Hartford early the same evening. Connections with boats from Hartford to New York are noted without mention of time. (The list of steamboats between Hartford and New York in the same issue of BPSR shows that connecting from this stage would require an overnight stopover in Hartford.) The fare from Boston is \$4.00. E. Putnam is the Agent. This line is not listed in BPSR 0636.

BPSR 0636 has new listings for two Hartford U.S. Mail Coach routes from Hartford to Boston. One coach leaves Hartford daily at 8:00 PM for Boston via Stafford Springs and Worcester. Another coach leaves Hartford daily except Sunday at 3:00 AM for Worcester, connecting there with the B&W RR for Boston. The through time is shown as 13 hours. This implies arrival in Boston at 4:00 PM, which is inconsistent with the train schedules in effect at that time. Information for both lines is the same in BPSR 1237 as in BPSR 0636.

A new route appearing in BPSR 0330 covering part of the Hartford Middle Road is the Boston, Medfield, Medway, and Mendon Stage. Departures from Earl's Coffee House in Boston are at noon on Tuesday, Thursday, and Saturday with arrival in Mendon at 6:00 PM. Mendon departures are at 7:00 AM Monday, Wednesday, and Friday, with Boston arrivals at 1:00 PM. Fares from Boston are 75 cents to Medfield, \$1.00 to Medway Village, and \$1.75 to Mendon.

Another new route in BPSR 0330 is the Medway, Dover, Needham, and Boston Stage. Departures from Fisk's Hotel in Medway Village are at 6:00 AM on Monday, Wednesday, and Saturday. Boston departures are at 2:30 PM on the same days, from Wildes' at 11 Elm Street. Royal McIntosh is the agent. This route does not appear in BPSR 0531.

BPSR 0531 shows the departure point of the Boston, Medfield, Medway and Mendon Stage relocated from Earl's Coffee House on Hanover Street to Boutelle's Washington Coffee House on Washington Street, and No. 11 Elm Street. Departure days are reversed from BPSR 0330,

with Boston departures on Monday, Wednesday, and Friday and Mendon departures on Tuesday, Thursday, and Saturday. Boston departure time is changed to 7:00 AM from noon, and Mendon arrival time to noon from 6:00 PM. Mendon departure time is changed to “on arrival of the Hartford Stage” from 7:00 AM, and Boston arrival is changed to 5:00 PM from 1:00 PM. Fares are no longer shown. (East of Mendon, the Hartford stage had been shifted to a new routing via Natick, Holliston, and Milford.)

Information for the Boston, Medfield, Medway and Mendon Stage is almost the same in BPSR 0332 as in BPSR 0531, but Boston departure time changes to 6:00 AM from 7:00. Information is the same as in BPSR 0332 in BPSR 0733, BPSR 0335, and BPSR 0636.

In BPSR 1237, the listing for the Boston, Medfield, Medway and Mendon Stage is replaced by a much briefer listing for a Boston, Medfield, and Mendon Stage. Boston departures change to Tuesday, Thursday, and Saturday at 11:00 AM from Monday, Wednesday, and Friday at 6:00 AM. Mendon departures change to 6:00 AM on Monday, Wednesday, and Friday from the alternate days. Discontinued Hartford stage connections at Mendon no longer control the schedule.

BPSR 0733 has a new listing for a Boston and Woonsocket Falls, R. I. Stage. Boston departures are at noon on Tuesday, Thursday, and Saturday, from the Washington Coffee House, with Woonsocket Falls arrivals at 7:00 PM. Departures from Woonsocket Falls are at 6:30 AM on Monday, Wednesday, and Friday, with Boston arrival at 1:00 PM. The route runs through Dedham, Medfield, Medway, and Bellingham, partly overlapping the Mendon Stage route, but operating on alternate days. J. Miller is the Agent. BPSR 0335 shows the same information for this line and adds that the stage runs through Franklin by Dr. Miller’s hospital. BPSR 0636 shows Boston departure time changed to 11:00 AM from noon, and Woonsocket Falls departure time changed to 7:00 AM from 6:30.

In BPSR 1237 the Boston and Woonsocket Falls, R. I. Stage has been rerouted southwest of Medway to run via Mendon instead of Franklin. Boston departures are still at 11:00 AM, but have been changed to Monday, Wednesday, and Friday from Tuesday, Thursday, and Saturday. Departure days from Woonsocket Falls have also been flipped. These changes are in coordination with the changes in the Boston, Medfield, and Mendon Stage, to provide more uniform service between Boston and Medway daily except Sunday.

Stages Between Boston, Central Massachusetts, and Fitchburg Area

In BPSR 0626, the Boston, Bolton, Lancaster, and Princeton Accommodation Stage that appeared in BPSR 0925 is replaced with a Boston, Bolton, Lancaster, Sterling, Princeton, Barre, Sunderland, and Bloody Brook Accommodation Stage following the same route between Boston and Princeton. Stages on this extended route leave the City Tavern in Boston on Tuesday, Thursday, and Saturday at 7:00 AM and arrive in Barre at 6:00 PM. Return trips leave Barre Wednesday, Friday, and Monday at 5:00 AM and arrive in Boston at 3:00 PM. Connecting stages, for which the schedule is not shown, run from Barre through Shutesbury, Leverett, and Sunderland to Bloody Brook (Deerfield). The fare from Boston to Barre is \$2.62. Proprietors are A. W. Rand, F. Eager, A. Holman, 2d, & Co., S. Holden, and N. Hancock.

Information for this route is the same in BPSR 0527 as in BPSR 0526, except that the Boston departure location changes from the City Tavern to Brigham’s. In BPSR 0528, the Boston departure time is changed to 6:00 AM from 7:00 AM. Information is the same as in BPSR 0528

in BPSR 0329. In BPSR 0330, Boston departure time is changed back to 7:00 AM from 6:00 and the fare from Boston to Barre is shown as \$2.67 instead of \$2.62.

BPSR 0531 does not have a listing for the Boston, Bolton, Lancaster, Sterling, Princeton, and Barre Accommodation Stage but has a new listing for a Boston, Stow, Bolton, Lancaster, and Sterling Accommodation Stage covering much of the same route. Stages on this new route leave Wildes' in Boston on Tuesday, Thursday, and Saturday at 7:00 AM and arrive in Sterling "to dine." Departures from Sterling are at 7:00 AM on Monday, Wednesday, and Friday, with arrival in Boston to dine. E. Estabrook is the agent in Boston. Information for this route is the same as in BPSR 0531 in BPSR 0332 and BPSR 0733.

BPSR 0335 does not have a listing for the Boston, Stow, Bolton, Lancaster and Sterling Accommodation Stage. Instead, there is a listing for a Boston, Stow, Bolton, Lancaster, Leominster and Fitchburg Stage. On this route, Boston departures from Wilde's are daily except Saturday at 4:00 PM instead of tri-weekly at 7:00 AM. Eastbound times are not shown. C. Field is the Agent instead of E. Estabrook. BPSR 0636 shows westbound service on this route reduced from daily except Saturday at 4:00 PM to Monday, Wednesday, and Friday at 10:00 AM. The eastbound schedule is still not shown. Added information is that the fare is \$1.00. Information for this route in BPSR 1237 is the same as in BPSR 1236.

BPSR 0636 also has a new listing for a Boston, Sterling and Princeton Accommodation Stage. Boston departures from Wildes' are at 8:00 AM on Monday, Wednesday, and Friday. The through fare is \$1.75. C. Field is the Agent. Information for this route in BPSR 1237 is the same as in BPSR 1236.

Information for the Boston, Concord, Harvard, Fitchburg, and Winchendon Accommodation Stage is the same as in BPSR 0925 in BPSR 0526, BPSR 0527, BPSR 0528, BPSR 0329, and BPSR 0330. BPSR 0531 does not have a listing for this route.

BPSR 0531 has a new listing for a Boston and Groton Accommodation Stage. Departures from Brigham's in Boston are at 9:00 AM on Tuesday, Thursday, and Saturday, with Groton arrivals at 3:00 PM. Groton departures are at 10:00 AM on Monday, Wednesday, and Friday, with Boston arrivals at 4:00 PM. The route runs through Cambridge, Lexington, Concord, Acton, and Littleton. Wm. Shepherd & Company are the proprietors. Information for this line is almost the same in BPSR 0332 as in BPSR 0531, but Boston departure time changes to 6:00 AM from 7:00. Information is the same as in BPSR 0332 in BPSR 0733.

BPSR 0335 has two separate listings for a Boston and Groton Accommodation Stage. One is the same as the listing in BPSR 0733. The other runs mostly on the alternate days, leaving Brigham's in Boston at 10:00 AM on Monday, Wednesday, and Saturday and arriving in Groton at 4:00 PM. Both times are one hour later than those of the older route. Departures from Groton are at 10:00 AM Tuesday, Thursday, and Saturday, with Boston arrivals at 4:00 PM. The routings are partly different, as the new trips run via Cambridge, Lexington, Bedford, Carlisle, and Westford, while the older trips run via Cambridge, Lexington, Concord, Acton, and Littleton. [The Saturday Boston departure probably should be Friday, to provide the coach for the Saturday trip from Groton.] Information for both variations is the same as in BPSR 0335 in BPSR 0636, except that the Boston departure point changes to Hobart's at 36 Hanover Street from Brigham's at 42 Hanover Street.

For the Boston and Groton Accommodation Stage, BPSR 1237 includes only the variation running via Concord, Acton, and Littleton. Boston departures change to 10:00 AM from 9:00, and Groton arrivals change to 4:00 PM from 3:00. Eastbound times are unchanged.

Information for the Lancaster Accommodation Stage is the same as in BPSR 0925 in BPSR 0526 and BPSR 0527.

In place of the Lancaster Accommodation Stage, BPSR 0528 includes a Fitchburg, Leominster, Lancaster, and Boston Accommodation Stage. On this route, stages leave Brigham's in Boston at 9:00 AM on Tuesday, Thursday, and Saturday, with Fitchburg arrivals at 3:00 PM. Stages leave Fitchburg at 10:00 AM on Monday, Wednesday, and Friday, and are due in Boston at 6:00 PM. The route runs through Cambridge, Watertown, Waltham, Stow, and Bolton. William Edgell is the Boston agent. Information for this line is the same in BPSR 0329, but the line is not listed in BPSR 0330.

BPSR 0528 also lists a Boston, Lancaster, and Fitchburg Accommodation Stage. Departures from Doolittle's City Tavern in Boston are at 9:00 AM on Tuesday, Thursday, and Saturday, with Fitchburg arrivals at 6:00 PM. Departures from A. Sheldon's Tavern in Fitchburg are at 7:00 AM on Monday, Wednesday, and Friday, with Boston arrivals at 4:00 PM. Proprietors are George Fitch and S. Colburn.

BPSR 0329 shows some changes in times and includes times at more stops for the Boston, Lancaster, and Fitchburg Accommodation Stage than shown in BPSR 0528. Boston departure time, still tri-weekly, changes to 8:00 AM from 9:00 AM. Lancaster arrival is specified as 1:30 PM, and Fitchburg arrival changes to 3:30 PM from 6:00 PM. Fitchburg departure is still at 7:00 AM, but Lancaster departure is specified as 9:00 AM, and Boston arrival changes to 2:30 PM from 4:00.

BPSR 0330 shows service frequency on the Boston, Lancaster, and Fitchburg Accommodation Stage unchanged from BPSR 0329, but several arrival and departures times are revised. Boston departures change to 7:00 AM from 8:00. Lancaster arrivals are still at 1:00 PM, but Fitchburg arrivals change from 3:30 PM to 3:00. Fitchburg departures change to 6:00 AM from 7:00, Lancaster departures to 8:00 AM from 9:00, and Boston arrivals to 2:00 PM from 2:30. Schedule information for this line is the same in BPSR 0531 as in BPSR 0330, but with additional information that the route runs through Cambridge, Watertown, Waltham, Weston, Lincoln, Sudbury, Stow, "&c."

For the Boston, Lancaster, and Fitchburg Accommodation Stage, BPSR 0332 shows westbound stop times one hour later than in BPSR 0531. The new times are Boston 8:00 AM, Lancaster 2:00 PM, and Fitchburg 4:00 PM. Eastbound times are unchanged. Information is the same as in BPSR 0332 in BPSR 0733. Information is also the same in BPSR 0335, except that in Boston, Doolittle's City Tavern is renamed Stone's, and Geo. Jones takes over from E. H. Doolittle as Boston Agent. BPSR 0636 shows the Fitchburg departure time changed to 7:00 AM from 6:00, and the eastbound Lancaster time changed to 9:00 AM from 8:00. BPSR 1237 shows the Lancaster arrival time changed to 1:00 PM from 2:00, and the Fitchburg arrival time changed to 3:00 PM from 4:00. Eastbound times are unchanged.

BPSR 0733 has a new listing for a Boston and Athol Accommodation Stage. Departures from Brigham's in Boston are at 7:00 AM on Tuesday, Thursday, and Saturday, with arrivals in Athol at 7:00 PM. Athol departures are at 6:00 AM on Monday, Wednesday, and Friday, with

Boston arrivals at 6:00 PM. The route runs through Lincoln, Stow, Bolton, Lancaster, Leominster, Westminster, Gardiner, Templeton, and Phillipston. Agents are George Jones in Boston and Isaac Hall in Athol.

The Boston and Athol Accommodation Stage is not in BPSR 0335. There is a new listing in BPSR 0335 for a Boston and Royalston Stage. Departures from Wilde's in Boston are daily except Saturday and departures from Royalston are daily except Sunday, but departure times are not shown. The route runs through Bolton, Lancaster, Fitchburg, Ashburnham, and Winchendon. C. Field is the Agent. BPSR 0636 shows Boston departures changed from daily except Saturday to daily except Sunday. Information is the same in BPSR 1237 as in BPSR 0636.

Information for the Concord (Mass.) Accommodation Stage is the same in BPSR 0526 as in BPSR 0925, but this route is not listed in BPSR 0527 or BPSR 0528. In BPSR 0329, a Concord Accommodation Stage is listed as a short-turn supplement to the Boston, Keene, N.H., Rutland, and Burlington, Vt. Mail Stages discussed below. The short trips leave Concord at 8:00 AM on Monday, Wednesday, and Saturday, and return to Boston at 8:00 PM on the same days. Information for these trips is the same in BPSR 0330.

BPSR 0531 has a new listing for a Concord (Mass.) and Boston Accommodation Stage, replacing the listing that previously was shown as a variation of the Boston and Keene Old Mail Line. Departures from Shepard's Hotel in Concord are at 6:00 AM Monday, Wednesday, and Friday, with Boston arrivals at 9:00 AM. Boston departures are at 4:00 PM from Brigham's on the same days, with Concord arrivals at 7:00 PM. The route runs through Cambridge, West Cambridge (Arlington), and Lexington. Information for this line is the same in BPSR 0332 as in BPSR 0531, with the added information that Wm. Shepherd & Co. are the proprietors (the same as those of the Groton Stage). Information is the same as in BPSR 0332 in BPSR 0733.

Information for the Concord (Mass.) and Boston Accommodation Stage is mostly the same as in BPSR 0733 in BPSR 0335, but Boston departure time changes to 3:00 PM from 4:00 and Concord arrival time changes to 6:00 PM from 7:00. Information is the same in BPSR 0636, except that the Boston departure point changes to Hobart's at 36 Hanover Street from Brigham's at 42 Hanover Street. BPSR 1237 shows service frequency increased to daily except Sunday from tri-weekly, with the same departure and arrival times as before.

A new route shown in BPSR 0528 is a Boston and Holden Stage. Trips on this route leave the Suffolk Hotel in Boston on Tuesday, Thursday, and Saturday at 9:30 AM. Return trips leave Holden at 6:00 AM on Monday, Wednesday, and Friday and are due in Boston at 1:00 PM. The route runs through Waltham, Weston, Sudbury, Berlin, and West Boylston.

BPSR 0329 shows the Boston and Holden Stage extended and renamed the Boston and Rutland Mail Stage. Trips still leave the Suffolk Hotel in Boston Tuesday, Thursday, and Saturday at 9:30 AM. Return trips leave Rutland instead of Holden Monday, Wednesday, and Friday at 6:00 AM, arriving in Boston at 2:00 PM instead of 1:00. The fare, not shown in BPSR 0528, is \$2.25.

In BPSR 0330, the Boston and Rutland Mail Stage is replaced by a longer Boston, Berlin, Rutland, and New Braintree Stage, following the older route as far as Rutland and continuing through Oakham to New Braintree. Boston departures are still from the Suffolk Hotel, but are on Wednesday and Saturday at 7:00 AM, with New Braintree arrivals at 6:00 PM. New Braintree departures are on Monday and Thursday at 6:00 AM, with Boston arrivals at 5:00 PM.

In BPSR 0531, the Boston, Berlin, Rutland, and New Braintree Stage is renamed the Boston, Berlin, Holden, Rutland, and New Braintree Stage. Frequency is increased to tri-weekly, with Boston departures at 7:00 AM on Tuesday, Thursday, and Saturday and New Braintree arrivals at 6:00 PM. Departures from New Braintree are at 6:00 AM Monday, Wednesday, and Friday, with Boston arrivals at 5:00 PM.

BPSR 0332 shows the Boston, Berlin, Rutland, and New Braintree Stage replaced with a new shorter route. A Boston and Rutland Accommodation Stage leaves Brigham's in Boston on Tuesday, Thursday, and Saturday at 8:00 AM and arrives in Rutland at 6:00 PM. Return trips leave Fay's Tavern in Rutland at 6:00 AM on Monday, Wednesday, and Friday and arrive in Boston at 4:00 PM. The route runs through Watertown, Waltham, Weston, East Sudbury (Wayland), Sudbury, Stow (via Rock Bottom Factory), Feltonville (Hudson), Berlin, Boylston, West Boylston, and Holden. George E. Manson & Co. are proprietors.

In BPSR 0733, the Boston and Rutland Accommodation Stage is replaced with a Boston and Barre Accommodation Stage, following the same route but continuing from Rutland through Oakham Village to Barre. The Boston departure location changes slightly, from Brigham's to Wesson's (formerly Earl's) Coffee House.

Departures are still on Tuesday, Thursday, and Saturday, but at 7:00 AM instead of 8:00. Departures from Hathaway's in Barre are at 6:00 AM Monday, Wednesday, and Friday, with Boston arrivals at 5:00 PM. The Barre stages connect at Holden with stages to and from Worcester, scheduled for travel between Worcester and Barre rather than between Boston and Worcester. Information is the same in BPSR 0335. This route does not appear in BPSR 0636.

BPSR 0332 also shows a Boston, East Sudbury and Rutland Mail Stage with the same route and schedule as the Rutland Accommodation stage, except that Rutland arrival is at 5:00 PM and Rutland departure is at 7:00 AM. BPSR 0733 has the same schedule as BPSR 0332 for this line. The Boston departure point is moved slightly, from Brigham's at 42 Hanover Street to the former Earl's at 36 Hanover. The listing now says the route is owned by the Boston and Worcester Company. Information is the same in BPSR 0335, except that the Boston departure point changes slightly, from No. 36 Hanover Street to No. 34. This route is not in BPSR 0636, but a Holden, Berlin, and Boston Mail Stage appears in BPSR 1237. It leaves Holden Monday, Wednesday, and Friday. It leaves the City Tavern Tuesday, Thursday, and Saturday at 7:30 AM.

Stages Between Boston and Keene, Walpole, Windsor, Burlington and Montreal

The listings for the Keene, Walpole, Charlestown, Windsor, and Hanover Accommodation Stage, and the Boston, Keene, Walpole, Rutland and Burlington Mail Stage are the same in BPSR 0526 as in BPSR 0925.

The listings for the two stage routes from Boston through Keene, N.H. in BPSR 0526 are replaced in BPSR 0527 by a listing for a Boston, Keene and Charlestown, N.H. Union Line of Daily Stages. On this route, stages leave the General Stage Office on the corner of Court and Market Streets in Boston, and Keene, every morning at 5:00 AM, arriving at the opposite end at 5:00 PM. The route runs via Lexington, Concord, Acton, Groton, Townsend, and Ashby, Mass., and Rindge, Fitzwilliam, and Troy, New Hampshire. After an overnight stop at Keene, passengers can continue the next morning to Charlestown, New Hampshire, where daily stage connections are available for Saratoga Springs, N. Y., or for Cavendish, Chester, Rutland, or Burlington, Vt. Connections at Charlestown for Whitehall, N. Y. are available three times a week, and are available except Sunday for Woodstock, Vt., Windsor Vt. via Hartland, and Haverhill, N. H.

At Keene, passengers leaving Boston on Monday, Wednesday, and Friday can transfer directly to stages for Brattleboro, where they will arrive at 9:00 PM the same day. The through fare from Boston to Brattleboro is \$3.50. Langley Brown is the Boston agent.

For the Boston, Keene and Charlestown, N.H. Union Line of Daily Stages, BPSR 0528 shows the Boston departure location changed to Hamilton's on Elm Street. Departure times from Boston and from Keene are changed to 4:00 AM from 5:00 AM. Arrival times at Boston and Keene are changed to 5:00 PM from 7:00 PM. Connections at Keene for Brattleboro are no longer shown, but all other connections are unchanged from BPSR 0527.

In BPSR 0329, the entry for the Boston, Keene and Charlestown, N.H. Union Line of Daily Stages is replaced with a much longer entry under the heading Boston, Keene, N.H., Rutland, and Burlington Vt. Mail Stages, but including several routes or variations. First is a daily line of stages "on the Ashby and Rindge Road" leaving Brigham's on Hanover Street in Boston, and Keene, at 4:00 AM, but changing to 2:00 AM on Monday, Wednesday, and Friday, when it connects with the Brattleboro line at Fitzwilliam. This route runs through Concord, Groton, Townsend, Ashby, Rindge, and Fitzwilliam to Keene.

The Old Mail Line, diverging through New Ipswich, Jaffrey, and Marlboro, leaves Boston and Keene at 4:00 AM on Monday, Wednesday, and Friday, and returns on the following days. A stage leaves Keene daily except Sunday at 4:00 AM for Rutland and Burlington and returns daily except Saturday. This route runs through Walpole, Bellows Falls, Rockingham, Chester, Cavendish, Mount Holley, Rutland, Brandon, Middlebury, and Vergennes.

During the winter season, an Accommodation Stage leaves Boston and New Ipswich at 8:00 AM three days a week on unspecified days. The notice also lists several connecting stages at Keene, Walpole, and via a second transfer at Charlestown, N.H.

Information for all the route variations listed under Boston, Keene, N.H., Rutland, and Burlington Vt. Mail Stages is the same as in BPSR 0329 in BPSR 0330.

BPSR 0330 has a new listing for a Boston and Keene Despatch Line. Stages on this route leave Brigham's in Boston on Tuesday, Thursday, and Saturday at 6:00 AM and arrive in Keene at 6:00 PM. Stages leave Keene at 6:00 AM on Monday, Wednesday, and Friday and arrive in Boston at 6:00 PM. Capacity is limited to eight passengers. The through fare is \$4.00. The route runs through Cambridge, Lexington, Concord, Groton, Townsend, New Ipswich, Jaffrey, and New Marlboro to Keene.

Another new listing in BPSR 0330 is for a Boston, Keene, and Bellows Falls Mail Stage, via Lancaster, Fitchburg, and Keene. Stages on this route leave the Suffolk Hotel in Boston on Monday, Wednesday, and Friday at 4:00 AM and arrive in Keene at 7:00 PM. The stages continue the next morning at 4:00 from Keene and arrive in Bellows Falls "to breakfast," connecting with a line of stages direct to Burlington, Vermont. Eastbound stages leave Bellows Falls Monday, Wednesday, and Friday after arrival of the Burlington stage and arrive in Keene at 5:00 PM. Departures from Keene are on Tuesday, Thursday, and Saturday at 4:00 AM, with Boston arrival at 7:00 PM. I. Jewett is Agent for the proprietors.

Reappearing in BPSR 0330 is the name Boston and Keene, N.H. Union Line. Stages leave Wildes' at 4:00 AM on Tuesday, Thursday, and Saturday, and arrive in Keene at 6:00 PM. Return trips leave Hatch's Hotel in Keene Monday, Wednesday, and Friday at 4:00 AM and arrive in Boston at 6:00 PM. The route runs through Cambridge, Lexington, Concord, Acton,

Littleton, Groton, Pepperell, Townsend, and Ashby, Massachusetts, and Rindge, Fitzwilliam, Troy, and Swanzey, New Hampshire, intersecting at Keene with the “various Northern stages.”

The many stage routes between Boston and Keene, N.H. that appeared in BPSR 0330 are replaced in BPSR 0531 with two entries. One is for a Boston, Keene, N.H. and Bellows Falls Mail Stage. Departures from Wildes’ in Boston are at 4:00 AM Monday, Wednesday, and Friday, with arrival in Keene at 6:00 PM. The next mornings, the stage leaves Keene at 4:00 AM arriving at Bellows Falls for breakfast. It connects there with stages through Chester, Rutland, Middlebury, Vergennes, and Burlington to Montreal. Eastbound stages leave Bellows Falls Monday, Wednesday, and Friday after the arrival of the northern stages and arrive in Keene at 5:00 PM. Departures from Keene are at 4:00 AM on Tuesday, Thursday, and Saturday, with Boston arrival at 7:00 PM. The route runs through Lancaster and Fitchburg. Proprietors are Field, Holman, Jewett, & Co. The Agent is E. Estabrook in Boston. This line is not shown in BPSR 0332.

The former Despatch Line and Old Mail Line are combined in one listing in BPSR 0531 as the Boston and Keene, N.H. Old Mail and Despatch Lines of Stages. Departures from Brigham’s in Boston and from Keene are daily at 4:00 AM, with arrival at the opposite end in the evening. Trips leaving Keene Tuesday, Thursday, and Saturday run via Jaffrey and New Ipswich. Trips leaving Keene on Sunday, Monday, Wednesday, and Friday take the south road through Fitzwilliam, Rindge, and Ashby. Northbound routings are not shown. The fare is \$3.00. Proprietors are William Shepherd and unspecified others.

One entry in BPSR 0332 for the Boston and Keene, N.H. Old Mail and Despatch Lines of Stages is the same as the entry for that line in BPSR 0531.

A separate entry in BPSR 0332 under the heading Despatch Line to Keene shows stages leaving Brigham’s in Boston on Tuesday, Thursday, and Saturday at 6:00 AM, arriving in Keene at 6:00 PM. Return trips leave Hatch’s Hotel in Keene at 6:00 AM Monday, Wednesday, and Saturday. This route runs through Cambridge, West Cambridge (Arlington), Lexington, Concord, Littleton, Groton, Townsend, New Ipswich, and Marlborough. The fare is \$3.00. W. Shepherd & Co. are proprietors. BPSR 0733 shows this line retitled Keene Despatch Line. Otherwise, the information is the same as in BPSR 0332.

In BPSR 0733, the heading for the listing of the Boston and Keene, N.H. Old Mail and Despatch Lines of Stages is changed to Boston and Keene, N.H. Mail Stage. Departure times from each end of the route are changed to 6:00 AM from 4:00 AM, and arrival times at each end are specified as 7:00 PM rather than just evening. The proprietors change from Wm. Shepherd and others to Staples and others.

Information for the Boston and Keene, N. H. Mail Stage is almost the same in BPSR 0335 as in BPSR 0733. Boston departure time changes to 5:00 AM from 6:00, proprietors change to Brooks and others from Staples and others, and the fare is no longer shown. Information is almost the same in BPSR 0636, but the Boston departure point changes to Hobart’s from Brigham’s, and proprietors change to Wm. Shepherd & Co. from Brooks and others.

In BPSR 1237, the listing for the Boston and Keene, N. H. Mail Stage that appeared in previous BPSR issues is replaced with a listing that includes mail stages extending beyond Keene to Burlington, Vermont. One listing is headed Boston, Keene, and Burlington Mail Stage, Old Line. On this route, stages leave 36 Hanover Street in Boston at 5:00 AM daily, as before, and arrive at Keene at 7:00 PM. The route runs through Lexington, Concord, Acton, Littleton,

Groton, Townsend, and Ashby, (and Fitzwilliam on Tuesday, Thursday, Saturday, and Sunday), and runs daily except Sunday through New Ipswich and Jaffrey. From Keene it continues via Walpole “to lodge”. On Monday, Wednesday and Friday, stages run from Walpole via Windsor, Hanover, Haverhill, Woodstock, Royalton, and Montpelier to Burlington. On Tuesday, Thursday, and Saturday, stages run from Walpole via Chester, Rutland, and Middlebury to Burlington. Eliab Brown is the Agent. The same listing shows that the 5:00 AM departure from Boston serves Shirley on Tuesday, Thursday, and Saturday, and it serves Lunenburg on Monday, Wednesday, and Friday.

BPSR 0335 has no listing for the Keene Despatch Line but has a new entry for a Boston and Keene, N.H. North Star Line via Lowell. Departures from No. 7 & 9 Elm Street in Boston are at 5:00 AM on Tuesday, Thursday, and Saturday, with Keene arrivals in the evening. Stages leave Keene Monday, Wednesday, and Friday at 5:00 AM and arrive in Boston at 6:00 PM the same days. Thomas Stevens is the Agent.

BPSR 0636 shows the Boston and Keene, N.H. North Star Line via Lowell that formerly ran through from Boston replaced with a connection at Lowell with the morning train from Boston on the B&L Railroad. Northbound trips still run on Tuesday, Thursday, and Saturday. The southbound schedule is no longer shown. Information for this line is the same in BPSR 1237.

BPSR 0332 has a new listing for a Boston, Fitchburg, Keene, N. H. and Rutland, Vt. Stage. Departures from Boston are at 4:00 AM Monday, Wednesday, and Friday from Wilde’s and at 5:00 AM from the City Tavern on Tuesday, Thursday, and Sunday, with arrival at Keene at 6:00 PM on both variations. Departures from Keene are at 4:00 AM on Tuesday, Thursday, and Saturday, with afternoon Boston arrivals. Keene departure times on other days are not shown in this listing. The line runs through Bolton, Lancaster, Leominster, and Fitchburg. Stages connect with the Brattleboro Stage at Fitzwilliam, and with Rutland, Middlebury, and Burlington Stages at Keene. Agents are C. Field in Boston and E. Estabrooks in Keene.

For the Boston, Fitchburg, Keene, N. H. and Rutland, Vt. Stage, BPSR 0733 shows Boston departure time on both variations as 4:00 AM instead of one starting at 5:00. Otherwise, the information is the same as in BPSR 0332. Information is the same as in BPSR 0733 in BPSR 0335.

In BPSR 0636, the Boston, Fitchburg, Keene, N. H. and Rutland, Vt. Stage is renamed the Boston Keene and Burlington Mail Stages via Fitchburg. The northbound schedule is the same as in BPSR 0335, but the southbound schedule is no longer shown, and less information is provided about the routing and connecting lines. Added information is that the through fare from Boston to Burlington is \$7.50. Information for this line is the same in BPSR 1237.

A separate listing in BPSR 0332 under the heading Boston, Fitchburg, and Keene, N. H. Citizens’ Line of Mail Stages shows departures from the Eagle Hotel in Keene Monday, Wednesday, and Friday at 6:00 AM, with Boston arrivals at 6:00 PM. Information is the same in BPSR 0733. This line is not listed in BPSR 0335.

Another new listing in BPSR 0332 is for a Boston, Fitchburg, Fitzwilliam, and Brattleboro, Vt. Mail Stage. Boston departures are at 5:00 AM on Tuesday, Thursday, and Saturday from Wildes’, with Brattleboro arrivals at 9:00 PM. Brattleboro departures are at 3:00 AM on Monday, Wednesday, and Friday, with Boston arrivals at 6:00 PM. C. Fields is the agent in Boston. Information is the same in BPSR 0733 and BPSR 0335.

Information for the Boston, Fitchburg, Fitzwilliam, and Brattleboro, Vt. Mail Stage is much less detailed in BPSR 0636 than in BPSR 0335. Service frequency is increased to daily from tri-weekly but no departure or arrival times are shown. Added information is that the through fare is \$3.75. Information is the same in BPSR 1237 as in BPSR 0636.

Information for the Boston and Burlington Mail Pilot Stage is the same in BPSR 0526 as in BPSR 0925. BPSR 0527 shows a few changes in service on this line. Service frequency on the segment between Boston and Concord, New Hampshire increases from tri-weekly to daily. The Boston departure time changes from 5:00 AM to 7:00, but Concord arrival time is still 5:00 PM. Continuing north, Concord departures are still only on Tuesday, Thursday, and Saturday, but departure time changes to 7:00 AM from 4:00 AM. All other schedule details north of Concord both northbound and southbound are unchanged. However, southbound Concord departures change from tri-weekly to daily, and departure time changes to 7:00 AM from 4:00. Boston arrival time changes to 6:00 PM from 5:00. Information shown for this route is almost the same in BPSR 0528, but the fare is reduced to \$8.50 from \$12.00. Information is the same as in BPSR 0528 in BPSR 0329.

In BPSR 0330, the Boston and Burlington Mail Pilot Stage is renamed the Boston, Mass., Concord, N.H. and Burlington, Vt. Mail Pilot Line. Boston departures are still daily except Sunday at 7:00 AM, with Concord arrival in the afternoon. Beyond Concord, frequency increases from tri-weekly to daily except Sunday, leaving Concord at 4:00 AM instead of 7:00 and arriving in Royalton at 8:00 PM instead of 7:00. Stages leave Royalton daily except Sunday at 4:00 AM and arrive in Burlington at 7:00 PM. Return trips leave Burlington daily except Sunday at 4:00 AM and arrive in Royalton at 7:00 PM. Stages leave Royalton daily except Sunday at 4:00 AM and arrive in Concord in the evening. Departures from Concord are daily except Sunday at 7:00 AM, with Boston arrival in the evening. The route alignment is the same as in BPSR 0329.

Information for the Boston, Mass., Concord, N. H., and Burlington, Vt. Mail Pilot Line is less detailed in BPSR 0531 than in BPSR 0330. Frequency is still daily except Sunday, but no departure or arrival times are shown. However, a new listing in BPSR 0531 for a Boston, Concord, Hanover, Burlington, Montreal, and Quebec Mail Stage shows the same arrival and departure times and stopover points previously shown for the Pilot Line, and it has most of the same proprietors formerly shown for that line. The Boston departure location changes slightly to Wildes' at 11 Elm Street from Bernard's at 9 Elm Street. Information for both lines is the same as in BPSR 0531 in BPSR 0332, BPSR 0733, and BPSR 0335. Neither of these lines is listed in BPSR 0636.

The listing for the Boston, Amherst, Windsor and Burlington Mail Stage is almost the same in BPSR 0526 as in BPSR 0925, but the Boston departure time and northbound arrival time at Frankestown are changed to two hours later, and all listed fares are reduced by \$2.00 in BPSR 0526. Information is the same in BPSR 0527 as in BPSR 0526, except that a Boston proprietor is not shown in BPSR 0527.

BPSR 0528 shows service frequency for the Boston, Amherst, Windsor and Burlington Mail Stage increased from tri-weekly to daily. Northbound arrival and departure times at most locations are the same as in BPSR 0527, but the time at Windsor is shown as "to dine" instead of noon, and Burlington arrivals change to 5:00 PM from 4:00 PM. Southbound times are more specific in BPSR 0528, including Burlington departures at 5:00 AM, Royalton arrivals at 6:00 PM, Royalton departures on the second day at 4:00 AM, with Frankestown arrivals at 6:00 PM.

As before, Francestown departures are at 4:00 AM on the third day, with Boston arrivals at 3:00 PM. The list of intermediate towns on the route is much more extensive in BPSR 0528 than in earlier editions examined. Information for this line is the same as in BPSR 0528 in BPSR 0329, BPSR 0330, and BPSR 0531. Information is almost the same in BPSR 0332, except that the Agent is S. Newell instead of S. H. G. Rowley. Information is the same as in BPSR 0332 in BPSR 0733 and BPSR 0335.

The entry for the Boston, Amherst, Windsor and Burlington Mail Stage in BPSR 0636 is greatly shortened. Daily through service from Boston is replaced with daily connections from the morning trains at Lowell. Most of the information about routing, stopovers, and connections has been eliminated, but the entry still says that connections are made at Burlington with stages and steamboats to Montreal, Quebec, and Whitehall. Information is the same in BPSR 1237.

BPSR 0636 has two new listings for service between Boston and Burlington, Vermont, or Montreal. A Boston and Montreal, L.C. (Lower Canada) Stage New Line via Haverhill, N.H. leaves Boston Monday, Wednesday, and Friday and Montreal Tuesday, Thursday, and Saturday mornings. North of Haverhill, N.H. the route runs through Newbury, Danville, Hardwick, Craftsbury, Lowell, Montgomery, and Berkshire, Vt. North of the border, it runs through Freleghsburg, Bedford, Henryville, St. Johns, and Laprairie to Montreal. No other information is included about routing or stopovers. The proprietors are F. Duelos in Montreal, and others. This route does not appear in BPSR 1237.

The other new listing in BPSR 0636, headed Boston and Burlington, is for stages connecting with B&L trains at Lowell for many destinations in New Hampshire and Vermont. The listing says that the trains start from Boston on Monday, Wednesday, and Friday about one hour before sunset, and that the stages arrive in Burlington at sunset on Wednesday, Friday, and Monday. Departures from Burlington are at 4:00 AM on Sunday, Tuesday, and Thursday, with Boston arrival at 8:00 AM, on Tuesday, Thursday and Saturday. Overnight stopovers are made at Lowell and Hanover, N.H. in each direction. North of Hanover, the route in Vermont is through Norwich, Strafford, Chelsea, Washington, Barre, Montpelier, Middlesex, Waterbury, Bolton, Richmond, and Williston. Information for these routes is the same in BPSR 1237.

A new listing for service in this geographical region in BPSR 0330 is for a Boston and Peterborough, N.H. Stage. Departures on this route are at 7:00 AM on Tuesday, Thursday, and Saturday from Doolittle's City Tavern in Boston, with arrivals in Peterborough at 5:00 PM. Stages leave Peterborough at 4:00 AM Monday, Wednesday, and Friday, and arrive in Boston at 4:00 PM. The route runs through Burlington, Billerica, Lowell, Nashua, Wilton, and Temple. It connects at Peterborough the morning after arrival with a stage for Dublin, Marlboro, Keene, and Brattleboro. Information for this line is the same in BPSR 0531, BPSR 0332, BPSR 0733, BPSR 0335, BPSR 0636, and BPSR 1237.

BPSR 0531 has a new listing for a Boston, Lowell, Nashua, Amherst, N. H. and Francestown Citizen's Line. Stages leave the Suffolk Hotel in Boston on Tuesday, Thursday, and Saturday at 7:00 AM and arrive in Francestown the same days, connecting with the line to Royalton and Burlington. Stages leave Francestown Monday, Wednesday, and Friday mornings and arrive in Boston the same days. This route runs through Lexington, Billerica, Lowell, Nashua, and Amherst. James Barker is the agent. Information for this line is the same in BPSR 0332 and BPSR 0733. Information is also the same in BPSR 0335, except that the route no longer serves

the Suffolk Hotel in Boston in addition to the Marlboro Hotel. This line is not listed in BPSR 0636.

Stages Between Boston and Concord or Nashua, N. H.

The listing for the Boston, Haverhill, and Concord, N.H. Stage is the same in BPSR 0526 as in BPSR 0925. BPSR 0527 shows the Boston departure time changed to 7:00 AM from 5:00 AM, the Concord arrival time changed to 6:00 PM from 5:00 PM, and the Concord departure time changed to 6:00 AM from 4:00 AM. Other details about the service are unchanged. The only further change in BPSR 0528 is that Concord departure time changes to 5:00 AM from 6:00 AM. Information is the same as in BPSR 0528 in BPSR 0329 and BPSR 0330.

Northbound service on the Boston, Haverhill, and Concord, N.H. Stage is the same in BPSR 0531 as in BPSR 0330, except that the Boston departure point changes from No. 9 Elm Street to No. 11. Southbound, the Concord terminal changes to Goss's from Wilson's. Concord departure time changes to 7:00 AM from 5:00 AM, and Boston arrival time changes to 6:00 PM from 5:00 PM. Information is the same as in BPSR 0531 in BPSR 0332, BPSR 0733, and BPSR 0335.

The listing for the Boston, Haverhill, and Concord, N.H. Stage is the same in BPSR 0636 as in BPSR 0335. However, this information is at least partly out of date, as it still shows a connection with the Pilot Line for Burlington and Montreal, which no longer appears in BPSR 0636.

In BPSR 1237, the listing for the Boston, Haverhill, and Concord, N.H. Stage is replaced with a listing for a Boston, Haverhill, and Concord, N.H. Stage via the Andover & Haverhill Railroad between Boston and Haverhill (actually Bradford). The stages leave Haverhill at noon on Monday Wednesday, and Friday, and leave Concord at 7:00 AM on Tuesday, Thursday, and Saturday, arriving in Haverhill at 1:00 PM.

For the Concord, New Hampshire, Dunstable, and Boston Accommodation Stage, BPSR 0526 has the same information as BPSR 0925. BPSR 0527 shows Concord departure time changed to 7:00 AM from 4:00 and Boston arrival time changed to 7:00 PM from 8:00. Boston departure times change to 7:00 AM from 5:00, but Concord arrivals remain at 7:00 PM. Information is the same in BPSR 0528, except that the fare is reduced to \$3.00 from \$3.50. Information is unchanged in BPSR 0329 and BPSR 0330. This route does not appear in BPSR 0531.

In BPSR 0526, the Londonderry, Methuen and Boston Accommodation Stage is replaced with a Boston and Concord, N. H. Stage via Londonderry. Stages leave Barnard's on Tuesday, Thursday, and Sunday at 5:00 AM and arrive in Concord at 5:00 PM. Stages leave Concord at 7:00 AM on Monday, Wednesday, and Friday, and arrive in Boston at 6:00 PM. The route runs through Charlestown, Medford, Stoneham, Reading, Andover, Methuen, Salem, Londonderry, Chester, Hooksett, and Pembroke. The through fare is \$3.00.

BPSR 0527 shows the frequency of the Boston and Concord, N. H. Stage via Londonderry increased from tri-weekly to daily. The Boston departure time changes from 5:00 AM to 7:00, and Concord arrival time changes from 5:00 PM to 6:00. Information is the same as in BPSR 0527 in BPSR 0528, BPSR 0329, and BPSR 0330.

BPSR 0531 shows service for the Boston and Concord, N.H. Stage via Londonderry reduced back from daily to tri-weekly. Departures are on Monday, Wednesday, and Friday from Boston and on Tuesday, Thursday, and Saturday from Concord. Departures are still at 7:00 AM and

arrivals at 6:00 PM. William Huntington is now the proprietor. Information is the same in BPSR 0332.

BPSR 0733 shows the Boston departure point for the Boston and Concord, N.H. Stage via Londonderry shifted slightly, from No. 9 Elm Street to Wildes' at 11 Elm Street. Frequency is increased back from tri-weekly to daily except Monday. Departures from each end are still at 7:00 AM but arrival times in Concord and Boston change to 5:00 PM from 6:00 PM. J. P. Stickney is listed as Agent at Concord, but no proprietor is listed. Information is the same in BPSR 0335. This route is not shown in BPSR 0636.

BPSR 0526 lists a new Boston and Concord, N.H. Accommodation Stage. On this route, stages leave the Marlboro Hotel on Washington Street in Boston at 7:00 AM on Monday, Wednesday, and Friday, and arrive in Concord at 5:00 PM. Stages leave Baker's Hotel in Concord at 7:00 AM on Tuesday, Thursday, and Saturday, and arrive in Boston at 5:00 PM. The route runs via Craigie Bridge, Cambridge, West Cambridge (Arlington), Lexington, Bedford, Chelmsford, Tyngsborough, Nashua, Bedford, N. H., Goffstown, Hooksett, and Bow. Fares are not shown. Proprietors are Joseph P. Stickney in Concord, N.H., and Christopher Reed in Lexington.

In BPSR 0527, this route is slightly renamed to Boston, Nashua, and Concord, N.H. Accommodation Stage. Frequency is increased from tri-weekly to daily except Sunday. The added Boston departures, on Tuesday, Thursday, and Saturday, leave the Suffolk Hotel on Elm Street instead of the Marlboro Hotel. In BPSR 0528, the route is renamed again, to Boston and Concord, N. H. Merrimack Stage, but all other information is unchanged from BPSR 0527. Information is the same as in BPSR 0528 in BPSR 0329.

BPSR 0330 shows service on the Boston and Concord, N.H. Merrimack Stage reduced to tri-weekly from daily. Departures from No. 9 Elm Street in Boston are at 7:00 AM Tuesday, Thursday, and Saturday, with Concord arrivals at 7:00 PM. Concord departures are at 7:00 AM Monday, Wednesday, and Friday, with Boston arrivals at 7:00 PM. Information is the same in BPSR 0531 as in BPSR 0330, except that the Boston departure point changes to Wildes' from the Marlboro Hotel and the Suffolk Hotel. Information is the same as in BPSR 0531 in BPSR 0332, BPSR 0733, and BPSR 0335. This route does not appear in BPSR 0636.

BPSR 0329 has a new listing for a Boston and Concord, N.H. Stage via Goffstown. Stages on this route leave Doolittle's Tavern in Boston at 7:00 AM on Monday, Wednesday, and Friday, arriving in Concord at 6:00 PM. Return trips leave the Eagle Coffee House in Concord on Tuesday, Thursday, and Saturday at 7:00 AM and arrive in Boston at 6:00 PM. The route runs through Lowell, Nashua Village, Merrimack, Mass., and Goffstown, N.H., where a connecting stage takes passengers for Hopkinton, N.H. Information is the same in BPSR 0330. This route does not appear in BPSR 0531.

A new route in BPSR 0330 is a Boston, Hopkinton, and Concord, N.H. Stage. On this route, stages leave No. 7 Elm Street in Boston at 7:00 AM Tuesday, Thursday, and Saturday, and arrive at Hopkinton at 6:00 PM. Return trips from Hopkinton leave at 7:00 AM Monday, Wednesday, and Friday and arrive in Boston at 6:00 PM. Saturday trips from Boston continue to Warner, N.H., and Monday trips to Boston originate at Warner. The route runs through Woburn, Wilmington, Lowell, Nashua, Merrimack, Bedford, Goffstown, and Weare. Concord appears to be served by a connecting coach from Bedford through Dunbarton, and Bow.

The listing for the Boston and Hopkinton, N.H. Stage is briefer in BPSR 0531 than in BPSR 0330 and has no reference to a Concord connection. Service days and arrival and departure times are unchanged, except that the trips to Warner are no longer shown. The departure location is changed to No. 11 Elm Street from No. 7. Information is the same as in BPSR 0531 in BPSR 0332, BPSR 0733, BPSR 0335, and BPSR 0636. This route is not in BPSR 1237.

BPSR 0330 has a new listing for a Boston and Concord, N.H. Stage via Lowell and Derry, departures are at 7:00 AM Monday, Wednesday, and Friday from No. 6. Elm Street in Boston, with Concord arrivals at 5:00 PM. Departures from Concord are at 7:00 AM Tuesday, Thursday, and Saturday, with Boston arrivals at 5:00 PM. The route runs through Charlestown, Medford, Woburn, Wilmington, Tewksbury, Lowell, over the Centre Bridge to Dracut, Mass., then Pelham, Windham, Derry, Chester, and Hooksett, N.H.

For the Boston and Concord, N.H. Stage via Lowell and Derry, BPSR 0531 shows the departure days shifted from those in BPSR 0330. Boston departures are at 7:00 AM Tuesday, Thursday, and Saturday, and Concord departures are at 7:00 AM Sunday, Wednesday, and Friday. The Boston departure location is changed to No. 9 Elm Street from No. 6.

BPSR 0332 shows the operating days for the Boston and Concord, N.H. Stage via Lowell and Derry reversed compared with BPSR 0531. Boston departures are changed to Monday, Wednesday, and Friday and Concord departures are changed to Tuesday, Thursday, and Saturday, but arrival and departure times are unchanged. In BPSR 0733, the Boston departure location is changed to the Marlboro Hotel on Washington Street from No. 9 Elm Street. Information is the same in BPSR 0335. This route does not appear in BPSR 0636.

BPSR 0733 also has an entry for a different Boston and Concord, N.H. Stage via Lowell and Derry, leaving No. 7 Elm Street in Boston daily at 7:00 AM. This route runs through Woburn, Billerica, Lowell, Pelham, Windham, Derry, and Pembroke, apparently partly overlapping and partly varying from the other route via Lowell and Derry. Information is the same in BPSR 0335, but this route does not appear in BPSR 0636.

In place of some of the former listings for stage routes between Boston and Concord, N.H., BPSR 0636 has an entry for Boston and Concord N.H. Stages via Nashua, Derry, or the Mammouth Road. These “leave Lowell on arrival of the Cars from Boston, connecting with all the principal lines branching east or west.” BPSR 1237 does not have an entry for this route.

BPSR 0733 also has a new listing for a Boston and Concord (N.H.) Accommodation Stage via Andover and Methuen, Mass., then Salem and Derry N.H. . Departures from Jennings’ at 9 Elm St in Boston are at 9:00 AM on Tuesday, Thursday, and Saturday, and from the Suffolk House on Elm Street at 7:00 AM on Monday, Wednesday, and Friday. Return trips are on the following days.

BPSR 0335 has the same information as BPSR 0733 for departures from 9 Elm Street on Tuesday, Thursday, and Saturday, but it does not show the service leaving Boston on Monday, Wednesday, and Friday that appeared in BPSR 0733. Information is the same as in BPSR 0335 in BPSR 0636. This route is not in BPSR 1237.

BPSR 0332 has a new listing for a Boston, Nashua, and Concord, N.H. Mail Stage. Departures from the Stage Office at 11 Elm Street in Boston are at 6:00 AM on Tuesday, Thursday, and Saturday, with Concord arrivals at 6:00 PM. Concord departures are at 6:00 AM Monday, Wednesday, and Friday, with Boston arrivals at 6:00 PM. The route runs through Charlestown, Medford, Woburn, Billerica, Lowell, Tyngsborough, Dunstable, Bedford (N.H.),

Goffstown, Hooksett, and Bow. Ira Frye & Co. is the Agent. Information is the same in BPSR 0733. The only change in the listing in BPSR 0335 is that Boston departure time is 7:00 AM instead of 6:00. This route does not appear in BPSR 0636.

BPSR 0527 has a new listing for a Nashua and Boston Accommodation Stage. On this route, stages leave Nashua on Monday, Wednesday, and Friday at 10:00 AM and arrive in Boston at 4:00 PM. Stages leave Boston from the Marlboro Hotel or at Hastings' on Elm Street on Tuesday, Thursday, and Saturday at 7:00 AM and arrive in Nashua in time to connect with the Concord, Amherst, and Hopkinton Stages. The route runs via Cambridge, West Cambridge, Lexington, Bedford, Billerica, Lowell, and Tyngsborough. The Lowell stop is at Carter's, and the Nashua stop at Adams's. This route does not appear in BPSR 0528.

BPSR 0527 also has a new listing for an Amherst, N. H. and Nashua Village Stage, leaving Amherst and Nashua Village daily at unspecified hours, and connecting at Nashua with Boston stages for travel between Boston and Amherst. The proprietors are Dean & Newell. Information for this line is the same in BPSR 0528. The route is not listed in BPSR 0329.

Stages Between Boston and Lowell

In 1826, East Chelmsford was separated from Chelmsford as the new city of Lowell. The Chelmsford, Billerica, and Boston Accommodation Stage was renamed accordingly. BPSR 0526 shows the schedule changed to Lowell departures at 7:00 AM on Tuesday and Thursday and at 1:00 PM on Saturday. Boston arrivals are respectively at noon and at 6:00 PM. Boston departures are at 2:00 PM on Monday, Wednesday, and Friday, with Lowell arrivals at 7:00 PM. This route does not appear in BPSR 0527.

BPSR 0527 has a new listing for a Londonderry, N.H., Lowell, and Boston Stage. On this route, stages leave Londonderry on Monday, Wednesday, and Friday at 7:00 AM, arriving in Lowell at 10:00 AM and in Boston at 3:00 PM. Stages leave Riley's on Elm Street in Boston on Tuesday, Thursday, and Saturday at 9:00 AM, arriving in Lowell at 1:00 PM and in Londonderry at 4:00. The route runs through Charlestown, Medford, Woburn, Wilmington, Billerica, Lowell, and Dracut in Massachusetts, and Pelham and Windham in New Hampshire. Fares from Boston are \$1.25 to Lowell and \$2.00 to Londonderry. The proprietors are Charles V. Howard and Wm. D. Kidder. This route does not appear in BPSR 0528.

BPSR 0526 shows a new Lowell and Boston Accommodation Stage, leaving Frye's tavern in Lowell daily except Sunday at 6:00 AM. Departures from Wild's and Hosmer's in Boston are at 4:00 PM. This listing shows a questionably fast trip time of three hours each way, deleted from later editions. The fare is \$1.25.

BPSR 0527 shows the same frequency and departure times for this line as BPSR 0526, but it no longer shows arrival times. The Boston departure point changes to the Suffolk Hotel. Ira Frye is identified as the Agent. BPSR 0528 shows departure times changed to 2:00 PM from 4:00 PM at Boston, and to 7:00 AM from 6:00 AM at Lowell. Other details are unchanged.

In BPSR 0329, this line is called the Lowell and Boston Mail Stage. Other details are the same as in BPSR 0528, except that the Boston departure time changes slightly, from 2:00 PM to 2:30. Information is the same in BPSR 0330 as in BPSR 0329, except that Boston departure time changes back to 2:00 PM from 2:30.

Information for the Lowell and Boston Mail Stage is almost the same in BPSR 0531 as in BPSR 0330. Lowell departure time changes to 7:00 AM from 7:30, and Boston departure time

changes to 2:30 PM from 2:00. Wm. Carley replaces Ira Frye as Agent. Information is the same in BPSR 0332.

Compared with BPSR 0332, BPSR 0733 shows service doubled on the Lowell and Boston Mail Stage. Departures from Lowell are at 7:00 and 8:00 AM instead of only 7:00, and departures from Boston are at 2:00 and 3:00 PM instead of 2:30 PM. Jas. Newell replaces Wm. Carley as Agent. Information is the same in BPSR 0335. BPSR 0636 shows service on this line reduced from two round-trips to one daily except Sunday, with Lowell departures at 7:30 AM instead of 7:00 and 8:00 AM and Boston departures only at 2:00 PM instead of at both 2:00 and 3:00 PM. J.B. French & Co. are listed as agents, along with Jas. Newell. Information is mostly the same in BPSR 1237 as in BPSR 0636, but the Boston departure point changes slightly to 11 Elm Street from 9 Elm. J. B. French & Co. are listed as proprietors, and no agents are listed.

BPSR 0329 has a listing for a new Lowell and Boston Accommodation Stage, under the same management as the Mail Stage. The Accommodation Stage leaves Frye's Hotel in Lowell at 1:00 PM on Tuesday, Thursday, and Saturday, and it leaves Wilde's in Boston at 9:30 AM on Monday, Wednesday, and Friday. The route runs through Charlestown, Medford, Woburn, and Tewksbury. The Mail Stage runs through Billerica instead of Tewksbury. Information for this line is the same in BPSR 0330 as in BPSR 0329, except that Boston departure time changes to 9:00 AM from 9:30. This route does not appear in BPSR 0531.

BPSR 0528 has a new listing for a Boston, Lowell and Middlesex Village Stage. Boston departures are at 10:00 AM Monday, Wednesday, and Friday from Barnard's on Elm Street, with Middlesex Village arrivals at 2:00 PM. Middlesex Village departures are at 9:00 AM Tuesday, Thursday, and Saturday, with Boston arrivals at 1:00 PM. Ira Frye (also the agent for the Lowell and Boston Stage) is the agent at Middlesex Village. Information is the same in BPSR 0329 and BPSR 0330. This route does not appear in BPSR 0531.

BPSR 0330 adds another Lowell route, under the same management as the Mail Stage, the Accommodation Stage, and the Middlesex Village Stage. The added route, the Lowell and Boston One o'clock Stage, leaves Lowell Monday, Wednesday, and Friday at 1:00 PM, and it leaves Wilde's in Boston on Tuesday, Thursday, and Saturday at 2:00 PM. This route runs through West Cambridge (Arlington), Lexington, Bedford, and Billerica. BPSR 0531 shows this stage still leaving Lowell at 1:00 PM Monday, Wednesday, and Friday, but Boston departure time changes to 7:30 AM from 2:00 PM, still on Tuesday, Thursday, and Saturday. Information is the same as in BPSR 0531 in BPSR 0332. This route does not appear in BPSR 0733.

BPSR 0531 has a new listing for a Lowell and Boston Citizens' Coach. On this line, stages leave Mixer's Hotel in Lowell daily except Sunday at 7:00 AM and arrive in Boston at 11:00 AM. Return trips leave No. 6 Elm Street in Boston at 2:00 PM and arrive in Lowell at 6:00 PM. The route runs through Charlestown, Medford, Woburn, and Billerica. Levi Carter is the Agent. Information is the same as in BPSR 0531 in BPSR 0332. This route does not appear in BPSR 0733.

Another new listing in BPSR 0531 is for a Boston, Lowell, and Nashua Stage. It shows that this stage leaves the Marlboro Hotel in Boston daily except Sunday at 7:00 AM, but it does not show any other departure or arrival times or routing details. Information is the same as in BPSR 0531 in BPSR 0332. This route does not appear in BPSR 0733.

BPSR 0332 has new listings for two other stage routes between Boston and Lowell. A Boston and Lowell Stage leaves the Suffolk House and No. 7 Elm Street in Boston Tuesday, Thursday, and Saturday at 2:00 PM and leaves Baker's Hotel in Lowell Monday, Wednesday, and Friday at 7:00 AM. BPSR 0733 has the same schedule information for this line, with the added information that the route runs through Wilmington and Tewksbury. The Lowell departure point is changed to Blanchard's Hotel from Baker's Hotel. Information for this line is the same in BPSR 0335, but this route does not appear in BPSR 0636.

Also new in BPSR 0332, a Boston, Bedford, and Lowell Stage leaves Brigham's Tavern on Union Street in Boston Tuesday, Thursday, and Saturday at 9:00 PM (sic). Lowell departures are at 8:00 AM from Blake's on Monday, Wednesday, and Friday. The route runs through Cambridgeport, West Cambridge, Lexington, Bedford, and Billerica. The fare is \$1.00. Mark Allcutt is the proprietor.

BPSR 0733 does not have an entry for the Boston, Bedford, and Lowell Stage that appeared in BPSR 0332, but it has a new entry for a Boston, Cambridge, Lexington, and Bedford Mail Stage. Departures are at 6:00 AM Tuesday and Friday from Bedford, and at 3:00 PM on the same days from Brigham's in Boston. The through fare is 62½ cents. A note in this listing says that a stage leaves Bedford for Lowell on Tuesdays at 7:00 AM and returns at 5:00 PM.

The Boston, Cambridge, Lexington, and Bedford Mail Stage is replaced in BPSR 0335 with a Lowell and Boston Accommodation Stage via Lechmere Point, West Cambridge (Arlington), Lexington, Bedford, and Billerica. Departures from Lowell are daily except Sunday at 8:00 AM. Boston departures from the General Stage Office at No. 10 Elm Street and from Jennings' at No. 9 Elm Street are at 2:00 PM. John Mixer is the Agent. Information is the same in BPSR 0636 and in BPSR 1237.

BPSR 0733 also has a new entry for a Boston and Lowell Stage from No. 7 Elm Street in Boston, leaving there at 7:00 AM and 2:00 and 3:00 PM daily, and leaving Lowell at 7:00 and 8:00 AM and at 1:00 PM daily. No details of intermediate points are provided. Except for the 7:00 AM trip from Boston and the 1:00 PM trip from Lowell, these are the same times as those of the Lowell and Boston Mail Stage, so it is not clear if these are actually separate trips. BPSR 0335, BPSR 0636, and BPSR 1237 have the same information for the trips leaving Boston at 7:00 AM and Lowell at 1:00 PM.

Stages Between Boston and Andover, Haverhill, and Methuen

For the Haverhill and Boston Accommodation Stage, information is the same as in BPSR 0925 in BPSR 0526, BPSR 0527, and BPSR 0528. BPSR 0329 shows Haverhill departure time changed to 10:00 AM from 7:00 AM and Boston arrival time changed to 5:00 PM from 2:00 PM, but all other information is the same as in BPSR 0528.

In BPSR 0330, a Haverhill, Andover and Boston Accommodation Stage replaces the former Haverhill and Boston Accommodation Stage, with a greatly revised schedule. Haverhill departures, still on Monday, Wednesday, and Friday, change to 6:00 AM from 10:00 AM, and Boston arrivals change to 10:30 AM from 5:00 PM. Boston departures change to the same days as arrivals, leaving at 2:30 PM instead of 10:00 AM. Haverhill arrivals are at 7:00 PM instead of 5:00 PM. BPSR 0531 has the same information but adds that Andover departures are at 7:00 AM, one hour after Haverhill departures. Information is the same as in BPSR 0531 in BPSR 0332.

Information for the Haverhill, Andover and Boston Accommodation Stage is almost the same in BPSR 0733 as in BPSR 0332, but Haverhill arrival time changes to 8:00 PM from 7:00 PM.

BPSR 0335 has several changes in the schedule of the Haverhill, Andover and Boston Accommodation Stage compared with BPSR 0733. Service is still tri-weekly, on Monday, Wednesday, and Friday, but southbound times change to 8:00 AM from 6:00 at Haverhill, to 9:30 AM from 7:00 AM at Andover, and to 12:30 PM from 10:30 AM in Boston. Departures from Boston are still at 2:30 PM, but Haverhill arrival time changes to 7:30 PM from 8:00. Information is the same in BPSR 0636. BPSR 1237 has no listing for a Haverhill, Andover and Boston Accommodation Stage. The line was probably discontinued when railroad service from Boston reached Bradford (now part of Haverhill) earlier in 1837.

For the Andover and Boston Stage, information is the same as in BPSR 0925 in BPSR 0526 and BPSR 0527, except that in BPSR 0527 Boston arrival time changes to 11:00 AM from 10:00 AM. Information is the same as in BPSR 0527 in BPSR 0528.

In BPSR 0329, the former Andover and Boston Stage is renamed the Andover and Boston Union Stage and is extended to Andover North Parish (now North Andover). Departure time is changed to 7:00 AM from North Parish instead of 6:00 AM from South Parish, but Boston arrival time is still 11:00 AM. Northbound departures are still at 3:00 PM from Boston, but the 7:00 PM arrival time is at North Parish rather than South Parish. The fare from Boston is still \$1.00 to South Parish, but a fare of \$1.25 is now shown to North Parish.

BPSR 0330 shows southbound times for the Andover and Boston Union Stage changed to departures at 5:30 AM instead of 7:00 at Andover North Parish and Boston arrivals at 9:30 AM instead of 11:00. Northbound times and other details are unchanged from BPSR 0329.

BPSR 0330 also includes a new Andover and Boston Daily Pioneer Stage. On this route, stages leave the Mansion House in Andover daily except Sunday at 7:30 AM and arrive in Boston at 10:00 AM. Departures from Doolittle's City Tavern are at 3:00 PM, with Andover arrivals at 6:00. The route runs through Charlestown, Malden, South Reading (Wakefield) and Reading. R. A. Baxter is the agent. Fares are not shown.

Another new route in BPSR 0330 is a Boston and Methuen Accommodation Stage. Departures are at 2:00 PM Monday, Wednesday, and Friday, from the City Tavern, with Methuen arrivals at 6:00 PM. Methuen departures are at 6:00 AM on Tuesday, Thursday, and Saturday, with Boston arrivals at 10:00 AM. The route runs through Charlestown, Malden, South Reading, Reading, and Andover.

In BPSR 0531, the listings for the Andover and Boston Union Stage, for the Andover and Boston Daily Pioneer Stage, and for the Boston and Methuen Accommodation Stage are replaced with a new listing for an Andover and Boston Stage. On this route stages leave Pettengill and Hoyt's Tavern in Andover South Parish daily except Sunday at 6:45 AM and the Mansion House at 7:00 and arrive in Boston at 10:00 AM. Departures from the City Tavern in Boston are at 3:00 PM, with arrival in Andover at 6:00. The fare is \$1.00. Agents are M. Bridges in Andover and L. Doolittle in Boston.

BPSR 0332 shows a revised southbound schedule for the Andover and Boston Stage compared with BPSR 0531, with all departure and arrival times shifted 45 minutes earlier. T. C. Foster has taken over as Andover Agent. Information is the same as in BPSR 0332 in BPSR 0733.

BPSR 0733 has a new listing for a Methuen and Boston Stage, leaving 11 Elm Street in Boston on Tuesday, Thursday, and Saturday at 2:30 PM. The fare is \$1.25. No other details are provided, but the most direct route would have run through Andover. Information is the same in BPSR 0335.

BPSR 0335 also has a new listing for a Methuen, Andover & Boston Daily Stage, replacing the former Andover and Boston Stage. Departures are at 5:30 AM from Methuen and 6:45 AM from Andover, with Boston arrival at 10:00 AM. Boston departures are 3:00 PM from Stone's on Brattle Street, with arrival in Andover at 6:00 PM and in Methuen at 7:30 PM. The fare from Boston is \$1.00 to Andover and \$1.25 to Methuen. Books are kept at Low's in Methuen, as well as Mayo & Morrison's and Ward's in Andover. T. C. Foster is the agent.

In BPSR 0636, the listings for the Methuen and Boston Stage and the Methuen, Andover & Boston Daily Stage are replaced with a new listing for a Methuen and Boston Daily Stage. Departures from Lowe's Tavern in Methuen are at 6:00 AM, with arrival in Boston at 10:00 AM. Departures from Stone's City Tavern in Boston are at 3:00 PM, with arrival in Methuen at 7:00 PM. No intermediate stops are shown. The fare is \$1.25. This route does not appear in BPSR 1237. Methuen may have been served by a stage connection from the railroad in Andover.

Stages Between Boston, Dover, N.H., and Portland via Haverhill

The listing for the Boston, Haverhill, Dover, N.H. and Portland Stage is the same as in BPSR 0925 in BPSR 0526, BPSR 0527, BPSR 0528, and BPSR 0329.

In BPSR 0330, the Boston, Haverhill, Dover, N.H. and Portland Stage is renamed the Boston, Haverhill, Exeter, Dover, N.H. and Portland Me. Stage. Service increases to daily except Sunday from tri-weekly. Boston departure time changes to 7:30 AM from 8:00. Times at Haverhill, Mass. and Exeter, N.H. are 30 minutes earlier than before, and Dover arrival is one hour earlier, at 6:00 PM. Southbound departures from Dover are still at 7:00 AM and Boston arrivals still at 6:00 PM, but a time of 9:30 AM is shown at Exeter, and Haverhill departure changes to 12:30 PM from 1:00. Departures from Dover for Portland are at 8:00 AM instead of 7:00, but Portland arrival is at 4:00 PM instead of 6:00. Northbound Portland trips still run via Sanford, Alfred, Buxton, and Gorham, Me, on Tuesday, Thursday, and Saturday; but Monday, Wednesday, and Friday trips run via South Berwick, Berwick, Kennebunk, and Saco.

Information is the same as in BPSR 0330 in BPSR 0531 and BPSR 0332. Information is also the same in BPSR 0733, except that the through fare is raised to \$6.00 from \$5.75. Information is the same as in BPSR 0733 in BPSR 0335 and BPSR 0636. An additional note in BPSR 0636 says a branch stage runs to Lowell from Haverhill via Methuen daily except Sunday. The fare from Dover to Lowell is \$2.75. Information is the same as in BPSR 0636 in BPSR 1237.

BPSR 0330 also has a new Boston and Dover, N.H. Dispatch Line. Departures on this route are at 8:00 AM daily except Sunday from the Eastern Stage House at 85 Ann Street in Boston, with Dover arrivals at 5:00 PM. The route runs through Charlestown, over the Newburyport Turnpike, and through Hampton and Greenland, N.H. Dover departures are daily except Sunday at 8:00 AM, arriving in Hampton at 11:00, Newburyport at noon, and Boston at 4:00 PM. The through fare is \$3.00. J. Colman is the agent. Information is the same as in BPSR 0330 in BPSR 0531, BPSR 0332, BPSR 0733, BPSR 0335, and BPSR 0636.

There is no listing for the Boston and Dover, N.H. Dispatch Line in BPSR 1227. However, there is a new listing for Boston and Portland Railroad Line Stages via Haverhill, Exeter, and Portsmouth. On this route, passengers leave Boston on the 3:30 PM train and arrive in Haverhill

(actually, Bradford) at 5:30 PM. The stage leaves Haverhill at 8:00 AM the next day and arrives in Portland the same evening. Return trips leave Portland at 8:00 AM and arrive in Haverhill the same evening. Passengers take the 8:00 AM train from Haverhill the next day and arrive in Boston at 10:00 AM. The through fare is \$5.50 each way. Thomas Newcomb is the Agent.

Stages Between Boston, Northeastern Massachusetts, Portsmouth, and Portland

The listing for the Eastern Mail Stage is the same in BPSR 0526 as in BPSR 0925, but with the added information that upon arrival of the stage from Boston at Hampton Falls, N.H., a branch stage with mail leaves at 9:00 AM for Exeter. Departures from Exeter are daily except Sunday, in time to connect at Hampton Falls with the stage for Boston. The distance from Hampton Falls to Exeter is 7 miles. For this segment, the fare is 25 cents. Information is the same as in BPSR 0526 in BPSR 0527 and BPSR 0528.

In BPSR 0329, the Eastern Mail Stage is replaced with a Boston and Portland Mail Stage. The northbound 2:00 AM departure is changed to 7:00 PM, with arrival in Salem at 9:00 PM, Newburyport at midnight, Portsmouth at 2:30 AM, and Portland at noon. Southbound departure from Portland is still at 4:00 AM, but arrival at Portsmouth is changed to 11:00 AM from 12:30 PM, and Boston arrival changed to 8:00 PM from 9:00 PM. A connecting stage between Hampton Falls and Exeter is no longer shown.

In BPSR 0330, the Boston and Portland Mail Stage is again renamed the Eastern Mail Stage. The schedule is mostly the same as in BPSR 0329, but northbound arrival at Portsmouth changes to 3:00 AM from 2:30. Southbound arrival times change to noon from 11:00 AM at Portsmouth and to 3:00 PM from 2:00 at Newburyport. Information is the same as in BPSR 0330 in BPSR 0531 and BPSR 0332.

In BPSR 0733 the Eastern Mail Stage is again replaced with a Boston and Portland Mail Stage, with a revised schedule. The Boston departure time changes to 4:30 PM from 7:00 PM. Arrival times change to 2:30 AM from 3:00 AM at Portsmouth, and from noon to 12:30 PM at Portland on the second day. Southbound departure time from Portland changes to 10:00 AM from 4:00 AM. Arrival times change to 7:00 PM from noon at Portsmouth, and to 6:00 AM the second day from 8:00 PM the first day at Boston. Intermediate times at Salem and Newburyport are no longer shown. Information is the same as in BPSR 0733 in BPSR 0335, BPSR 0636, and BPSR 1237.

BPSR 0330 also lists a Second Eastern Mail, or Portsmouth Accommodation Coach. Departures from Boston on this route are daily except Sunday at 7:00 PM (12 hours after the Eastern Mail), with arrival in Newburyport at 1:00 PM to dine and in Portsmouth at 5:00 PM. Southbound trips leave Portsmouth at 8:00 AM, arriving in Newburyport at 11:00 AM and Boston at 5:00 PM. The route passes through Lynn, Salem, Beverly, Topsfield, Ipswich, Rowley, Hampton, and Rye. Fares from Boston are \$2.00 to Newburyport and \$3.00 to Portsmouth. This route essentially replaces the former Newburyport and Boston Stage, (discussed below) which does not appear in BPSR 0330. Information is the same as in BPSR 0330 in BPSR 0531 and BPSR 0332. Information is almost the same in BPSR 0733, but Boston departure time is changed to 7:30 AM from 7:00 AM. Information is the same as in BPSR 0733 in BPSR 0335 and BPSR 0636.

Information for the Boston and Portsmouth Accommodation Stage is the same in BPSR 1237 as in BPSR 0636, except that the Boston arrival time changes to 4:00 PM from 5:00.

The listing for the Boston, Newburyport and Amesbury Accommodation Stage in BPSR 0526 does not specify that it is the summer schedule, but otherwise all the information is the same as in BPSR 0925.

BPSR 0527 shows the Boston departure time for the Boston, Newburyport and Amesbury Accommodation Stage changed to noon from 2:30 PM, Newburyport arrival changed to 6:00 PM from 7:30, and Amesbury arrival changed to 7:00 PM from 8:30. Southbound Amesbury departure remains at 6:00 AM, but Newburyport arrival changes to 7:30 from 7:00. Boston arrival changes to 1:00 PM from 12:30.

BPSR 0528 shows the Boston departure time for the Boston, Newburyport and Amesbury Accommodation Stage changed to 2:00 PM from noon, Newburyport arrival changed to 7:00 PM from 6:00, and Amesbury arrival changed to 8:00 PM from 7:00. Southbound Amesbury departure remains at 6:00 AM, but Newburyport arrival is changed to 7:00 from 7:30. Boston arrival is still at 1:00 PM. Information is the same in BPSR 0329.

In BPSR 0330, the Boston, Newburyport and Amesbury Accommodation Stage is renamed the Boston, Newburyport and Amesbury Coach. The Boston departure point changes to the Eastern Stage House at 85 Ann Street from Wildes' at 45 Ann Street. Northbound times are unchanged. Southbound departures change to 7:00 AM from 6:00 at Amesbury and to 8:00 AM from 7:00 at Newburyport, but Boston arrivals are still at 1:00 PM. Intermediate points are specified as Lynn, Salem, Beverly, Ipswich, and Rowley. Information is the same as in BPSR 0330 in BPSR 0531, BPSR 0332, BPSR 0733, BPSR 0636, and BPSR 1237.

BPSR 0527 has a new listing for a Newburyport and Boston Stage, leaving Newburyport on Monday, Wednesday, and Friday at noon. Departures from Wildes' in Boston are at 8:30 AM on Tuesday, Thursday, and Saturday. The route runs via the Newburyport Turnpike, through Malden, Saugus, Danvers, and Topsfield. The Eastern Stage Company runs it. Information is unchanged in BPSR 0528 and BPSR 0329. This route is not in BPSR 0330.

Information for the Boston, Newburyport, Exeter, and Dover, N.H. Stage is the same as in BPSR 0925 in BPSR 0526, BPSR 0527, BPSR 0528, and BPSR 0329.

In BPSR 0330, the Boston, Newburyport, Exeter, and Dover, N.H. Stage is renamed the Boston, Newburyport, Exeter, and Dover, N.H. Accommodation Coach. The Boston departure point changes to the Eastern Stage House from Wildes'. Boston departure time is still 7:30 AM daily except Sunday, but Dover arrival time changes to 6:00 PM from 7:00. Southbound times at Dover and Boston are unchanged. Intermediate times are no longer shown in either direction. Information is the same as in BPSR 0330 in BPSR 0531, BPSR 0332, BPSR 0733, and BPSR 0335. The schedule information for this line is the same in BPSR 0636, but the listing omits intermediate stops between Newburyport and Dover. BPSR 0636 has an additional note that a branch runs to Lowell from Newburyport daily except Sunday. The fare from Dover to Lowell is \$2.75.

In place of the Boston, Newburyport, Exeter, and Dover, N.H. Accommodation Coach, BPSR 1237 lists a Boston & Dover, N.H. Accommodation Stage. Boston Departures are still daily except Sunday from the Eastern Stage House at 85 Ann Street, but they are at 8:00 AM instead of 7:30. The routing to Newburyport is via Charlestown and the Newburyport Turnpike. North of Newburyport, the route is through Hampton and Greenland, with arrival in Dover still at 6:00 PM. Dover departures are daily except Sunday at 8:00 AM instead of 7:00, with arrival at

Hampton at 11:00, Newburyport at noon, and Boston at 4:00 PM. On the branch from Newburyport to Lowell, the fare is raised to \$3.00 from \$2.75.

Information for the Boston, Portsmouth and Portland Accommodation Stage is the same as in BPSR 0925 in BPSR 0526 and BPSR 0527.

Information for the Boston, Portsmouth and Portland Accommodation Stage is almost the same in BPSR 0528 as in BPSR 0527, but southbound Portsmouth departure time changes to 8:00 AM from 9:00 and Boston arrival time changes to 5:00 PM from 6:00. Information is the same in BPSR 0329. Information is the same in BPSR 0330 as in BPSR 0329, except that the Boston departure point changes to the Eastern Stage House from Wildes'. Information is the same as in BPSR 0330 in BPSR 0531, BPSR 0332, BPSR 0733, BPSR 0335, BPSR 0636, and BPSR 1237.

BPSR 0526 has a new listing for a Newburyport and Lowell Stage, leaving Newburyport on Monday, Wednesday, and Friday at 1:00 PM, on arrival of the Boston and Dover Stage and arriving in Lowell at 6:00 PM. Departures from Lowell are at 7:00 AM on Tuesday, Thursday, and Saturday, arriving in Newburyport at 1:00 PM. The proprietors are N. Morse, J. Kimball, and J. Parsons. Information is the same in BPSR 0527, BPSR 0528, and BPSR 0329.

BPSR 0330 does not include a Newburyport and Lowell Stage. It includes a new Lowell Amesbury and Newburyport Stage, but schedules are no longer designed for Boston connections at Newburyport.

BPSR 1237 has a new listing for a Boston, Lowell and Newburyport line run by the Northern and Eastern Railroad Stage Company. Stages on this route leave Newburyport daily except Sunday at 6:00 AM for the Andover & Haverhill Railroad's Haverhill Station (actually in Bradford), via West Newbury. Passengers take the train leaving Haverhill at 8:00 AM and arrive in Boston at 10:00. Later stages leave Newburyport except Sundays at 11:00 AM for Haverhill via Salisbury and Amesbury, connecting with a train arriving in Boston at 5:00 PM. Return stages leave Haverhill on the arrival of trains at 10:00 AM and arrive in Newburyport at 1:00 PM. The stage fare each way is \$1.25. Thomas Newcomb is the Agent. The use of Lowell in the route name is a reference to the Andover & Haverhill Railroad having been effectively a branch of the Boston & Lowell Railroad at the time.

BPSR 0636 has a new listing for a Portland and Boston Western Mail via Portsmouth, N.H. Departures from Haskell's Elm Hotel in Portland are daily at 5:00 AM, with arrival in Portsmouth at noon and in Boston at 9:00 PM. Northbound times are not shown. Enoch Paine is the Agent. Information is the same in BPSR 1237.

BPSR 0636 also has a new listing for a Portsmouth and Boston Stage. Departures from the Mansion House in Portsmouth are at 8:00 AM on Monday, Wednesday, and Friday. Departures from the City Tavern and New England Coffee House in Boston are on Tuesday, Thursday, and Saturday at 8:00 AM. The through fare is \$2.50. Wm. Stinson is Agent.

The Portsmouth and Boston Stage that appeared in BPSR 0636 is replaced in BPSR 1237 with a new route using the same name. However, instead of a through route to Boston, this is a combination stage and rail route. This stage leaves Portsmouth, N.H. at 8:00 AM (frequency unspecified) and runs through Hampton and Seabrook, N.H., and Newburyport and Byfield,

Mass. to Andover, connecting with a train arriving in Boston at 3:00 PM. Return trips are by trains leaving Boston for Andover at 7:00 AM, with stage arrival in Portsmouth at 1:00 PM.

Information for the Gloucester and Boston Mail Stage is the same in BPSR 0526 as in BPSR 0925. BPSR 0527 shows a slight change in Boston arrival time, from noon to 12:30 PM. New information is that on Tuesday, Thursday, and Saturday, the line continues beyond Gloucester to Sandy Bay (Rockport). Departures from Sandy Bay are at 6:00 AM Monday, Wednesday, and Friday, connecting at Gloucester with the 7:00 AM departures for Boston. The fare from Boston to Sandy Bay is \$2.25, versus \$2.00 to Gloucester. The fare from Boston to Lynn is raised to 62.5 cents, from 50 cents. The operator is identified as the Salem and Boston Stage Coach Company. Information is the same in BPSR 0528, BPSR 0329, BPSR 0330, BPSR 0531, and BPSR 0332.

BPSR 0733 has a few changes in the entry for the Gloucester and Boston Mail Stage compared with BPSR 0332. Gloucester departure time changes to 8:00 AM from 7:00 AM, and Boston arrival time changes to noon from 12:30 PM. Boston departure time changes to 11:00 AM from 11:30 AM, and Gloucester arrival time changes to 4:00 PM from 5:00 PM. Service on the Sandy Bay (Rockport) extension changes to daily except Sunday from tri-weekly. The Boston departure point is identified as the City Tavern on Brattle Street instead of the City Hotel on Elm Street. Information is the same as in BPSR 0733 in BPSR 0335 and BPSR 0636.

BPSR 1237 shows some changes in the schedule of the Gloucester and Boston Mail Stage compared with BPSR 0636. Gloucester departure time changes to 7:00 AM from 8:00, and Boston arrival time changes to 11:00 AM from noon. Boston departure time is shown as 2:30 PM instead of 11:00 AM, but Gloucester arrival time is still shown as 4:00 PM. This would be impossibly fast, so one of the times must be wrong. A 2:30 PM departure would allow the same coach to make a round-trip in a day, so that time is the one more likely to be correct.

Also included in BPSR 0330 is a Boston, Salem and Gloucester Early Stage, leaving Boston daily except Sunday at 7:00 AM and arriving in Gloucester at 11:00 AM. Return trips leave Gloucester at 2:30 PM and arrive in Boston at 7:00 PM. Wm. Manning is the agent. This route does not appear in BPSR 0531.

BPSR 0636 also has a new listing for a Gloucester and Ipswich Stage. Departures from Gloucester are at 8:00 AM Tuesday, Thursday, and Saturday, with arrival in Ipswich in time to meet the Eastern Stages. Departures from Ipswich are on Monday, Wednesday, and Friday after arrival of the Eastern Stages, with arrival in Gloucester at 4:00 PM. E. Porter is the proprietor. Eastern Stage connections appears to be scheduled for travel between Gloucester and points north of Ipswich via the Boston and Portsmouth Accommodation Stage.

BPSR 1237 shows the service frequency of the Gloucester and Ipswich Stage increased to daily except Sunday from tri-weekly. Ipswich departure time is still after arrival of the Eastern Stages, with Gloucester arrival still specified as 4:00 PM.

Information for the Beverly and Boston Stage is the same as in BPSR 0925 in BPSR 0526, BPSR 0527, BPSR 0528, and BPSR 0329. Information is the same in BPSR 0330, except that the agent changes to Wm. Manning from Robert Manning.

In BPSR 0531, the Boston departure time for the Beverly and Boston Stage changes to 3:00 PM from 4:00 and the Beverly arrival time changes to 6:00 PM from 7:00. The Agent

changes back to Robert Manning from Wm. Manning. Information is the same in BPSR 0332. Information is almost the same in BPSR 0733, but Boston departure time is changed to 4:00 PM from 3:00 PM. The only change in BPSR 0335 is that the City Tavern in Boston is called Stone's rather than Doolittle's. Information is the same as in BPSR 0335 in BPSR 0636, and BPSR 1237.

Stages Between Boston, South Shore, and Cape Cod

BPSR 0526 has a new listing for a Cohasset, Hingham and Boston Accommodation Stage. Departures are on Monday, Thursday, and Saturday, at 7:00 AM from Cohasset and 8:00 from Hingham, arriving in Boston at 10:00 AM. Departures from Boston are at 3:00 PM on the same days, with Cohasset arrivals at 7:00 PM. Proprietors are J. Little, T. Smith, and B. and A. Studley.

The listing for the Cohasset, Hingham and Boston Accommodation Stage is more detailed in BPSR 0527 than in BPSR 0526. Operating days are reduced to Monday and Saturday only. The Cohasset departure point is identified as T. Smith's Tavern. The Cohasset departure time changes to 6:00 AM from 7:00, and the Boston arrival time changes to 9:30 AM from 10:00. The Boston departure time changes to 4:00 PM from 3:00, and the Cohasset arrival time to 7:30 PM from 7:00. Other added information is that the route is through Weymouth, Quincy, Dorchester, and Roxbury, the length is 20 miles, and the through fare is \$1.25. Also, on Mondays a Marshfield carriage connects at Cohasset with the stages to and from Boston. Information is the same as in BPSR 0527 in BPSR 0528, BPSR 0329, BPSR 0330, and BPSR 0531. This route is not shown in BPSR 0332.

BPSR 0528 has a new listing for a Scituate and Boston Citizens' Stage. On this route, stages leave from next to the Meeting House in Scituate at 6:00 AM on Monday and Friday, arriving in Boston at 10:00 AM. Return trips leave the Suffolk Hotel on Elm Street in Boston at 2:00 PM on Tuesday and Saturday and arrive in Scituate at 6:00 PM. The fare is \$1.00. H. Hunt is the agent.

For the Scituate and Boston Citizens' Stage, BPSR 0329 shows the Scituate departure time changed to 7:00 AM from 6:00, the Boston arrival time changed to 11:00 AM from 10:00, and the Boston departure time changed to 1:00 PM from 2:00. Scituate arrival time is still 6:00 PM. BPSR 0330 shows the Scituate departure time changed to back to 6:00 AM from 7:00. The Boston departure point moves to the City Tavern on Brattle Street from the Suffolk Hotel. All other details are unchanged from BPSR 0329. Information is the same as in BPSR 0330 in BPSR 0531, BPSR 0332, and BPSR 0733. This route does not appear in BPSR 0335.

BPSR 0526 has a new listing for a Hanson and Boston Accommodation Stage. Departures from Hanson are at an unspecified time on Monday, Wednesday, and Friday, with same-day arrival in Boston. Stages leave the City Tavern in Boston at 10:00 AM on Tuesday, Thursday, and Saturday, arriving in Hanson in the afternoon. This route does not appear in BPSR 0527.

The schedule for the Plymouth, Falmouth, Barnstable, and Boston Mail Stage is the same in BPSR 0526 as in BPSR 0925. However, all fares from Boston are increased in BPSR 0526, to \$2.00 to Plymouth, \$3.25 to Sandwich, and \$4.00 to Barnstable or Falmouth. Information is the same as in BPSR 0526 in BPSR 0527, BPSR 0528, and BPSR 0329. Information is almost the same in BPSR 0330, but Boston arrivals change to 6:00 PM from 5:00 PM and Boston departures change to 3:00 AM from 4:00 AM. Information is the same as in BPSR 0330 in BPSR 0531, BPSR 0332, and BPSR 0733.

Compared with BPSR 0733, BPSR 0335 shows service on the Plymouth, Falmouth, Barnstable, and Boston Mail Stage expanded from tri-weekly to daily (possibly except Sunday). Some of the trips may actually be the same as those listed for the Boston, Hyannis, and Falmouth Mail Stage, discussed below. Information is the same as in BPSR 0335 in BPSR 0636. Information is the same in BPSR 1237 as in BPSR 0636, adding that Boston departure time is 4:00 AM.

A new entry in BPSR 0531 is headed Boston, Plymouth, Sandwich, Falmouth, and Barnstable Mail Stage. It shows service daily except Sunday, with Boston departures at 3:30 AM, and connecting with packets for Nantucket at Barnstable in addition to Falmouth. This may just be an alternate listing for the older Barnstable Mail Stage. Information is the same as in BPSR 0531 in BPSR 0332. Information is almost the same in BPSR 0733 as in BPSR 0332, but R. Dunham in Falmouth is no longer listed as a proprietor. Information is the same as in BPSR 0733 in BPSR 0335.

BPSR 0636 has several changes in the listing for the Boston, Plymouth, Sandwich, Falmouth, and Barnstable Mail Stage compared with BPSR 0335. Boston departure time changes to 4:00 AM from 3:30 and Falmouth and Barnstable departure time is specified as 4:00 AM. L. Doolittle is replaced as proprietor by Granville Gardner in Boston, Geo. Drew in Plymouth, Sabin Smith in Sandwich, and W. E. Boyden & Nath'l Howard in Barnstable. Information is the same in BPSR 1237. This is probably an alternate listing for the Plymouth, Falmouth, Barnstable, and Boston Mail Stage.

Of the three Plymouth and Boston Accommodation stages listed in BPSR 0925, only the longest-established one is also shown in BPSR 0526. Plymouth departures are still on Monday, Wednesday, and Friday mornings. Boston departure time changes to 9:30 AM from 11:00, but still on Tuesday, Thursday, and Saturday. The through fare is increased to \$2.00. The City Tavern is now Doolittle's and L. Doolittle has taken the place of the other Boston proprietors.

The listing for the Plymouth and Boston Accommodation Stage in BPSR 0527 is much briefer than that in BPSR 0526. However, BPSR 0527 specifies the Plymouth departure time as 7:00 AM, and the Boston departure time is changed to 10:00 AM from 9:30. Proprietors are now listed as Doolittle, Field, and Adams.

BPSR 0528 shows the renamed Boston and Plymouth Accommodation Stage extended to Hyannis, with a new schedule. Departures from Doolittle's City Tavern are changed to 7:00 AM on Monday, Wednesday, and Friday. At Hyannis, passengers can transfer to the Mail Packet direct for Nantucket. Return trips leave Barnstable at an unspecified time (probably depending on the Packet arrival) on Tuesday, Thursday, and Saturday.

BPSR 0329 shows the Boston and Plymouth Accommodation Stage no longer continuing to Hyannis. Service frequency is cut back from three round-trips per week to two, with Boston departures at 10:00 AM on Wednesday and Saturday and Plymouth departures at 7:30 AM on Monday and Thursday.

In BPSR 0330, service on the Boston and Plymouth Accommodation Stage is increased to tri-weekly again, with Boston departures at 10:00 AM Tuesday, Thursday, and Saturday, and Plymouth departures at 8:00 AM Monday, Wednesday, and Friday. Information is the same as in BPSR 0330 in BPSR 0531 and BPSR 0332.

In BPSR 0733 the entry for the Boston and Plymouth Accommodation Stage is the same as in BPSR 0332. A separate entry for a Plymouth and Boston Accommodation Stage shows Plymouth departure time as 7:00 AM, with arrival in Boston “to dine.” Plymouth arrival is in the evening, from a 10:00 AM Boston departure from the City Tavern. Proprietors are L. Doolittle in Boston and Wm. Randall in Plymouth.

In BPSR 0335, the entry for the Boston and Plymouth Accommodation Stage is the same as in BPSR 0733. The entry for the Plymouth and Boston Accommodation Stage shows Boston departures at 12:30 PM instead of 10:00 AM, but Plymouth departures are unchanged from BPSR 0733. Information for both routes is the same as in BPSR 0335 in BPSR 0636.

Information for the Boston and Plymouth Accommodation Stage is the same in BPSR 1237 as in BPSR 0636. The listing for the Plymouth and Boston Accommodation Stage is more detailed in BPSR 1237 than in BPSR 0636. Service frequency is expanded from tri-weekly to daily except Sunday. The Plymouth departure location is specified as the Pilgrim House. Plymouth departure time is changed to 6:00 AM from 7:00. Boston departure time is changed to 1:30 PM from 12:30PM. The route is specified as running through Kingston, Duxbury, Pembroke, Hanover, West Scituate (Assinippi), Weymouth, Quincy, and Dorchester. The Proprietors are identified as George Drew in Plymouth and Granville Gardner in Scituate.

BPSR 0329 shows the Plymouth Accommodation Stage proprietors, L. Doolittle & Co., running a separate Boston and Hyannis Mail Stage. On this route, Boston departures from Doolittle’s City Tavern are at 3:30 AM on Monday, Wednesday, and Friday. Hyannis departures are at unspecified hours on Tuesday, Thursday, and Saturday. In BPSR 0330, Boston departure time changes only slightly, from 3:30 AM to 3:00 AM. Information is the same as in BPSR 0330 in BPSR 0531, BPSR 0332, and BPSR 0733.

In BPSR 0335, the listing for the Boston and Hyannis Mail Stage is changed to Boston, Hyannis and Falmouth Mail Stage. Departures from the City Tavern in Boston for Hyannis are still at 3:00 AM on Monday, Wednesday, and Friday, returning on Tuesday, Thursday, and Saturday. Added departures leave Boston at 3:00 AM on Tuesday, Thursday, and Saturday for Falmouth, returning on Monday, Wednesday, and Friday. Information is the same as in BPSR 0335 in BPSR 0636.

BPSR 1237 has no listing for a Boston, Hyannis and Falmouth Mail Stage, but it has a new brief entry for a Hyannis and Boston Stage. It says only that a stage leaves Hyannis for Boston at an unspecified time on Monday, Wednesday, and Friday, and arrives in Boston the same day at 6:30 PM. Return times are not shown.

BPSR 0526 shows a slight change from BPSR 0925 in the schedule of the Duxbury and Boston Accommodation Stage, with Boston departures one hour earlier, at 10:00 AM. This is no longer the same as the Plymouth Accommodation stage. Fares from Boston are increased to \$1.00 to Scituate and to \$1.80 to Duxbury.

For the Duxbury and Boston Accommodation Stage, BPSR 0527 specifies Duxbury departures as at 7:00 AM, with frequency reduced from tri-weekly to Monday and Thursday only. Boston departures are still at 10:00 AM, with Duxbury arrivals shown as “about” 5:00 PM, but running only on Wednesday and Saturday. Fares and routing details are no longer shown.

For the Boston and Duxbury Accommodation Stage, BPSR 0528 shows the same departure times from each endpoint as BPSR 0527. BPSR 0528 adds the information that the fare is \$2.00.

Information is the same as in BPSR 0528 in BPSR 0329, BPSR 0330, BPSR 0531, and BPSR 0332.

In BPSR 0733, the entry for the Boston and Duxbury Accommodation Stage is replaced with a new entry for a Boston and Duxbury Mail Stage. This route is served daily except Sunday instead of only two days a week, as the accommodation stage was. Boston departures are at 9:00 AM instead of 10:00 AM, but Duxbury departures are still at 7:00 AM. The fare is reduced to \$1.75 from \$2.00. John Beal is the Agent. Information is the same as in BPSR 0733 in BPSR 0335 and BPSR 0636. This route does not appear in BPSR 1237.

The only change in BPSR 0526 in the listing for the Marshfield and Boston Mail Stage is that proprietor I. Little is shown at Boston rather than Marshfield. Additional differences in BPSR 0527 are that departures from Marshfield change to 8:00 AM from 9:00, and the through fare changes to \$1.25 from \$1.00. Information is the same as in BPSR 0527 in BPSR 0528. This route is not listed in BPSR 0329.

BPSR 0528 also has a new listing for a Marshfield, Scituate, Cohasset, Hingham and Boston Mail Stage. On this route, stages leave J. Little's in Marshfield at 3:30 AM on Monday and at 6:00 AM on Tuesday and Friday, arriving in Boston in time to dine. Stages leave Doolittle's City Tavern in Boston at 3:00 PM on Monday and at 9:00 AM on Wednesday and Saturday. J. Little and Company are the proprietors of both Marshfield stage routes.

The Marshfield, Scituate, Cohasset, Hingham and Boston Mail Stage has a revised schedule in BPSR 0329. Departures from Marshfield are at 7:00 AM Monday, Wednesday, and Friday, with Boston arrivals "to dine." Boston departures are on Tuesday, Thursday, and Saturday at 9:00 AM, with Marshfield arrivals at 4:00 PM.

BPSR 0330 shows the Marshfield departure location of the Marshfield, Scituate, Cohasset, Hingham and Boston Mail Stage changed from J. Little's to North P.O. (Post Office) Marshfield departure time changes to 7:00 AM from 5:00. Boston departures change from 10:00 AM to 9:00, and Marshfield arrivals change from 5:00 PM to 4:00. Information is the same as in BPSR 0330 in BPSR 0531, BPSR 0332, and BPSR 0733. In BPSR 0335, this line is renamed the Marshfield, Scituate, Cohasset, Hingham, Duxbury and Boston Mail Stage, but otherwise the entry is the same as in BPSR 0733. Information is the same as in BPSR 0335 in BPSR 0636.

BPSR 1237 shows service on the Marshfield, Scituate, Cohasset, Hingham, Duxbury and Boston Mail Stage expanded to daily from tri-weekly. There is also a new listing for a Duxbury, Cohasset and Scituate Stage. The wording of the entry is ambiguous. The intent seems to be that Stages leave the City Tavern in Boston at 9:00 AM Monday, Wednesday, and Friday and at 10:00 AM Tuesday, Thursday, and Saturday for Quincy, Weymouth, Hingham, Marshfield, and Duxbury. On Tuesday, Thursday, and Saturday, additional trips leave Boston at 9:00 AM going only as far as Scituate Harbor. Some of these trips may be alternate listings for the Mail Stage.

BPSR 0733 has a new listing, probably seasonal, for a Cohasset and Hingham Accommodation and Steam Boat Stage. On this route, stages leave Hingham daily except Sunday at 6:30 AM and arrive at the steamboat landing in Hingham at 7:00 AM, in time to take the boat for Boston. Departures from Hingham are on arrival of the boat at 5:30 PM, with arrival of the stage in Cohasset at 6:00. John Beal is the agent. Information is the same as in BPSR 0733 in BPSR 0335. This route is not shown in BPSR 0636.

BPSR 0335 has a new listing for a Duxbury, Marshfield, Scituate, and Cohasset Mail Stage. On this route stages arrive in Hingham at the Old Colony House and Steam Boat Landing daily except Sunday in time for passengers to take the boat leaving at noon for Boston. The stages also take passengers from the boat arriving from Boston at 11:30 AM to the towns listed in the route name. An accommodation stage also leaves L. Rogers's Corners in Marshfield at 4:30 AM on Monday, Thursday, and Saturday, arriving in Hingham in time for the morning boat for Boston. A return trip leaves Hingham on arrival of the boat at 5:30 PM, for Cohasset, Scituate, and Marshfield. John Beal is the Agent. Information is the same as in BPSR 0335 in BPSR 0636.

BPSR 1237 does not have a listing for the Duxbury, Marshfield, Scituate, and Cohasset Mail Stage. This route would only have run when the steamboat from Hingham to Boston was running.

Stages Between Boston, Southeastern Massachusetts, and Newport

Information about the New Bedford Mail Stage with Plymouth connection is mostly the same in BPSR 0526 as in BPSR 0925. Boston departures, still on Monday, Wednesday, and Friday, change to 7:00 AM from 5:30. The fare from Boston to East Bridgewater is raised to \$1.50 from \$1.25. Information is the same as in BPSR 0526 in BPSR 0527.

Information for the New Bedford Mail Stage with Plymouth Connection is almost the same in BPSR 0528 as in BPSR 0527. Boston departures change to 7:30 AM from 7:00. The New Bedford departure location is specified as Cole's Coffee House, with a 7:30 AM departure time. Information is the same as in BPSR 0528 in BPSR 0329, BPSR 0330, BPSR 0531, and BPSR 0332.

Information for the New Bedford Mail Stage with Plymouth Connection is mostly the same in BPSR 0733 as in BPSR 0332, but the Boston departure location changes to the Franklin House from Doolittle's City Tavern, and Thomas Adams, Jr. is the new Agent. Information is the same as in BPSR 0733 in BPSR 0335. This route does not appear in BPSR 0636.

The listing for the Boston, Warren and Bristol, RI Stage is the same in BPSR 0526 as in BPSR 0925.

The listing for the Boston and Bristol Mail Stage in BPSR 0527 no longer specifies that it runs via Warren, Rhode Island, and the listing no longer shows the fare. Operating days and arrival and departure times are unchanged, except for Boston arrivals, which change to 6:30 PM from 6:00. Information is the same as in BPSR 0527 in BPSR 0528 and BPSR 0329.

In BPSR 0330, the Boston and Bristol Mail Stage is renamed Boston, Bristol and Warren Mail Stage. The schedule is mostly unchanged except the 4:00 PM southbound arrival time is used for Warren (Rhode Island) rather than Bristol, which is farther south. Information is the same as in BPSR 0330 in BPSR 0531 and BPSR 0332.

In BPSR 0733, the tri-weekly Boston, Bristol and Warren Mail Stage is replaced with a daily-except-Sunday Boston and Bristol, R.I. Stage via Taunton. Boston departures are at 7:00 AM from the Marlboro Hotel, with arrivals at Taunton at 1:00 PM and at Bristol the same evening. Bristol departures are at 8:00 AM, with Taunton arrivals at 1:00 PM and Boston arrivals in the evening. No other details are provided.

Information for the Boston and Bristol, R.I. Stage via Taunton is mostly the same in BPSR 0335 as in BPSR 0733, but Boston departure time changes to 7:30 AM from 7:00 AM. Information is the same as in BPSR 0335 in BPSR 0636. This route is not shown in BPSR 1237.

The listing for the Newport and Boston Stage is much more detailed in BPSR 0526 than in BPSR 0925. It shows Newport stages running six days a week. On the days of the week that Bristol stages run, there may be a transfer at Taunton for some passengers. In the BPSR 0526 listing, stages leave Newport on Monday, Wednesday, and Friday at 5:00 AM, arrive at Taunton at 11:00 AM, stop to dine in Sharon, and arrive in Boston at 6:00 PM. On these days, the route is through Portsmouth, Tiverton, Fall River, Assonet, Berkley, Norton, Easton, Sharon, Canton, Milton, and Dorchester. Stages on this routing leave Boston on Tuesday, Thursday, and Saturday at 5:00 AM, arriving in Newport at 6:00 PM.

Stages leave Newport at 7:30 AM on Tuesday, Thursday, and Saturday, arriving in Taunton at 1:00 PM to dine, and arriving in Boston in the evening. The route on these days is the same as above between Newport and Fall River, then through Raynham, Easton, a corner of Bridgewater, Stoughton, Randolph, Milton, and Dorchester. Stages on this routing leave Boston on Monday, Wednesday, and Friday at 5:00 AM, arriving in Newport at 6:00 PM. Added to the list of proprietors is Seabury & Tennant in Newport.

The listing for the Boston and Newport Mail Stage in BPSR 0527 does not include the detailed routing information provided in BPSR 0526. Monday, Wednesday, and Friday departures from Newport remain at 5:00 AM, but Boston arrivals change to 5:00 PM from 6:00. Tuesday, Thursday, and Saturday departures from Newport change from 7:30 AM to 5:00, with Boston arrivals specified as 6:30 PM rather than just evening. Stages for Newport still leave Boston daily except Sunday at 5:00 AM and are due in Newport at 6:00 PM. As in 0526, this service may require passengers in each direction to transfer at Taunton on days when Bristol stages run. Information is the same as in BPSR 0527 in BPSR 0528, BPSR 0329, BPSR 0330, BPSR 0531, and BPSR 0332.

The Boston and Newport Mail Stage listed in BPSR 0733 has the same schedule as the Boston and Bristol Stage in both directions, at least between Boston and Taunton, so the listings may actually be for the same trips. Newport departures are at 7:30 AM. BPSR 0335 shows the same schedule as BPSR 0733 for the Boston and Newport Mail Stage, which would be an error if the trip is actually still the same as the Bristol Mail between Boston and Taunton, because the Boston departure time for that line is changed in BPSR 0335. Information for the Newport Mail Stage is the same as in BPSR 0335 in BPSR 0636 and BPSR 1237.

Information for the Taunton and Boston Accommodation Stage is the same as in BPSR 0925 in BPSR 0526. BPSR 0527 shows service on this line expanded from tri-weekly to daily except Sunday. Departures from Atwood's Hotel in Taunton are still at 6:00 AM and Boston arrivals at 11:00 AM. Trips to Boston run via Raynham and Stoughton on Monday, Wednesday, and Friday, and via Easton Meeting House on Tuesday, Thursday, and Saturday. Boston departures, from Shepard's Indian Queen Hotel, are at 2:00 PM on Monday, Wednesday, and Friday, running via Easton. On Tuesday, Thursday, and Saturday, departures are at 2:30 PM, running via Stoughton over the Brush Hill Turnpike. This schedule allows same-day trips from Taunton to Boston and return. The previous schedule had northbound and southbound trips on alternate days.

BPSR 0528 has listings both for the Taunton and Boston Accommodation Stage and a Taunton and Boston New Line of Accommodation Stages. Jesse Smith & Co. are the proprietors of both lines. The New Line maintains the old routings and schedules except that stages return to Taunton each day via the same routing used going northbound. Boston departures are at 2:00 PM on all days. On the Old Line, Taunton departures change to 8:00 AM from 6:00 AM, and Boston

arrivals change to 3:00 PM from 11:00 AM. Boston departures change to 12:30 PM on all days, from 2:00 PM on Monday, Wednesday, and Friday, and from 2:30 PM on Tuesday, Thursday, and Saturday.

For the Taunton and Boston Accommodation Stages, in BPSR 0329 compared with BPSR 0528 PM Taunton departure times on both route variations on the Old Line change to 7:30 AM from 8:00 AM. On the New Line, Taunton departures on both variations change to 7:00 AM from 6:00 AM and Boston arrivals to noon from 11:00 AM on all days.

For the Taunton and Boston Accommodation Stage, BPSR 0330 shows for both variations of the Old Line that Taunton departure times change to 6:00 AM from 7:30, Boston arrivals change to 2:00 PM from 3:00, and Boston departures change from 12:30 PM to 2:00. The departure and arrival times shown for the New Line are unchanged from BPSR 0329.

For the Taunton and Boston Accommodation Stage, BPSR 0531 has the same information as BPSR 0330 for both variations of the Old Line. However, the New Line is not listed in BPSR 0531.

The entry for the Taunton and Boston Accommodation Stage Old Line in BPSR 0332 is much shorter than the entries for that route in prior years. It shows service still daily except Sunday, but it does not separate the two variations shown previously. Taunton departures are changed to 7:30 AM from 6:00 AM, and Boston departures are changed to 12:30 PM from 2:00 PM. This change would no longer allow same-day round-trips to Boston from Taunton.

BPSR 0733 has two separate entries for Taunton and Boston Accommodation Stages. In the entry most comparable to the one in BPSR 0332, Taunton departures change back from 7:30 AM to 6:00 AM and Boston departures change back to 2:00 PM from 12:30 PM. The Boston departure point changes to the Marlboro Hotel from Shepard's. The other listing, headed Boston and Taunton Accommodation Stage, includes the 2:00 PM Boston departure but also includes a Mail Stage leaving Boston daily except Sunday at 5:00 AM and another stage leaving Boston at 8:00 AM Tuesday, Thursday, and Saturday.

BPSR 0335 still has two separate entries for Taunton and Boston Accommodation Stages. For the entry showing a single round-trip, the 6:00 AM Taunton departure and 2:00 PM Boston departure are unchanged from BPSR 0733. In the other entry, which shows three round-trips from Boston, the 2:00 PM departure changes to noon. Information for both routes is the same as in BPSR 0335 in BPSR 0636.

In BPSR 1237, the two former listings for Taunton and Boston Accommodation Stages are replaced with a new listing for a Boston and Taunton Stage, leaving the Washington Coffee House in Boston daily except Sunday at 3:00 PM. Return times are not shown.

BPSR 0636 has a new listing for a Taunton and Fall River Accommodation Stage. Departures from Fall River are in mornings daily except Sunday, with arrival in Taunton in time to connect with stages for Boston. Returning, stages leave Taunton for Fall River on arrival of stages from Boston. The fare between Fall River and Taunton is \$1.00. Proprietors are Edward Bennett in Fall River and Jesse Smith in Taunton. Information is the same in BPSR 1237.

Information for the New Bedford Mail Stage through Taunton is the same as in BPSR 0925 in BPSR 0526. BPSR 0527 shows the frequency of service increased from tri-weekly to daily except Sunday, with no change in departure or arrival times.

BPSR 0528 shows the frequency of service on the New Bedford Mail Stage through Taunton cut back again to tri-weekly from daily except Sunday, with no change in departure or arrival times. Departures are on Monday, Wednesday, and Friday from New Bedford, still at 6:00 AM, and on Tuesday, Thursday, and Saturday from Boston, still at 5:00 AM.

For the New Bedford Mail Stage through Taunton, service is almost the same in BPSR 0329 as in BPSR 0528, but Boston departures change to 6:00 AM from 5:00. Additional information is that the stage stops for breakfast and to change horses in Milton, 11 miles from Boston, changes horses again in Easton and Taunton, and stops to dine at Samson's in Middleboro. New Bedford arrival is at 4:00 PM. BPSR 0330 shows service frequency increased to daily except Sunday from tri-weekly, but departure and arrival times are unchanged.

In place of the New Bedford Mail Stage through Taunton, BPSR 0531 includes a rerouted mail stage and two new Boston and New Bedford Accommodation Stages. The mail stage leaves Doolittle's City Tavern in Boston at 6:30 AM on Monday, Wednesday, and Friday and arrives in New Bedford in the afternoon. Departures from Cole's Coffee House in New Bedford are at 8:00 AM on Tuesday, Thursday, and Saturday, with Boston arrivals in the afternoon. The route runs via Dorchester, Quincy, Abington, and East and South Bridgewater. L. Doolittle "and others" are the proprietors. Information for the Boston and New Bedford Mail Stage is the same as in BPSR 0531 in BPSR 0332 and BPSR 0733. Information is mostly still the same in BPSR 0335, but Boston departure time changes to 8:00 AM from 6:30 AM.

Compared with BPSR 0335, BPSR 0636 shows departure times from Boston and from New Bedford on the Boston and New Bedford Mail Stage changed to 8:30 AM from 8:00 AM. Doolittle's in Boston is renamed Stone's. The New Bedford departure point is no longer specified. L. Doolittle is replaced as proprietor by Drake, Blake & Co, in Boston, Jesse Smith in Taunton, and Mitchell Smith & Co. in New Bedford. This route does not appear in BPSR 1237.

BPSR 0733 also shows a Boston and New Bedford Mail Stage via Taunton, but it seems to be the same as the Bristol and Newport Mail Stage that leaves Boston on Tuesday, Thursday, and Saturday and leaves Taunton on Monday, Wednesday, and Friday. Departures from New Bedford on these days are at 8:00 AM. Information is the same in BPSR 0335.

BPSR 0636 includes the same information as BPSR 0335 for the Boston and New Bedford Mail Stage via Taunton. In addition, BPSR 0636 includes a list of proprietors which is the same as those listed for the Boston and New Bedford Mail Stage and for the Boston and New Bedford Accommodation Stages via Randolph. This route does not appear in BPSR 1237.

In BPSR 0531 on one newly listed New Bedford Accommodation Stage route, via Taunton, stages leave Shepard's in Boston at 8:00 AM on Tuesday, Thursday, and Saturday, stop to dine in Taunton at 1:00 PM, and arrive in New Bedford the same evenings. Stages leave Col. Nelson's Hotel in New Bedford Monday, Wednesday, and Friday at 8:30 AM, dine in Taunton at 1:00 PM, and arrive in Boston the same evenings. The route (northbound) passes over the Turnpike, through Stoughton, over Blue Hill Turnpike and by Milton Lower Mills. Jesse Smith is the proprietor, as before. Information for this line is the same as in BPSR 0531 in BPSR 0332.

The listing in BPSR 0733 for the Boston and New Bedford Accommodation Stage via Taunton has several changes compared with the listing in BPSR 0332. The Boston departure point moves from the Indian Queen Tavern to the Marlboro Hotel. Service increases from tri-weekly to daily except Sunday. Boston departures change to 8:30 AM from 8:00. Other details

are unchanged. Information is the same as in BPSR 0733 in BPSR 0335 and BPSR 0636. This route does not appear in BPSR 1237.

In BPSR 0531, a newly listed Boston, Randolph and New Bedford Accommodation Stage leaves Doolittle's City Tavern in Boston at 8:00 AM Monday, Wednesday, and Friday, and arrives in New Bedford the same evenings. Departures from Cole's Coffee House in New Bedford are at 8:30 AM Tuesday, Thursday, and Saturday, with Boston arrivals the same evenings. The route runs by Milton Lower Mills; Randolph; North, West, and South Bridgewater; over the Turnpike to Middleborough; and through Fairhaven. The through fare is \$3.00. L. Doolittle & Co. are the proprietors. Information for this line is the same as in BPSR 0531 in BPSR 0332 and BPSR 0733.

BPSR 0335 no longer has an entry headed Boston, Randolph and New Bedford Accommodation Stage. However, an entry headed Boston and New Bedford Accommodation Stage that appears to have been describing the same service via Randolph shows no change from BPSR 0733. Information is the same in BPSR 0636. Added information in BPSR 0636 is that northbound trips stop to dine at Sampson's in South Bridgewater. Drake Blake & Co. replaces L. Doolittle & Co as Boston proprietors. This route does not appear in BPSR 1237.

BPSR 1237 has a new listing for a Boston and New Bedford Stage via East Bridgewater. Departures from the City Tavern in Boston are daily except Sunday at 8:00 AM. The route runs through Quincy, Weymouth, Abington, East and South Bridgewater, and Middleborough. Arrivals in New Bedford is in the afternoon. Departure from New Bedford is daily except Sunday at 7:30 AM, with Boston arrival in the afternoon. The through fare is \$3.00. The Proprietors are Mitchell, Smith & Company in New Bedford, Jesse Smith in Taunton, and Nathaniel Blake in Boston. These are the same proprietors as several of the New Bedford stages listed in previous BPSR editions.

Information for the Bridgewater and Randolph Stage is the same as in BPSR 0925 in BPSR 0526, BPSR 0527, BPSR 0528, and BPSR 0329. Information is almost the same in BPSR 0330, but South Bridgewater departures change to 6:30 AM from 7:00, and Boston arrivals change to 11:30 AM from noon. Information is the same as in BPSR 0330 in BPSR 0531.

BPSR 0332 shows a slight schedule change for the Bridgewater, Randolph and Boston Mail Stage compared with BPSR 0531. South Bridgewater departure time changes to 7:00 AM from 6:30 and Boston arrival time changes from noon to 11:30 AM. The southbound departure times are unchanged. Fares to Boston, not shown previously, are \$1.00 from South Bridgewater, 87½ cents from West Bridgewater, 75 cents from North Bridgewater (Brockton), 62½ cents from East Randolph (Holbrook), and 50 cents from Randolph.

BPSR 0733 has several changes in the listing for the Bridgewater, Randolph and Boston Mail Stage compared with BPSR 0332. Service frequency increases to daily except Sunday from tri-weekly. Boston arrival time changes to noon from 10:00 AM. The Boston departure location changes to the Washington Coffee House from Shepard's.

Information for the Bridgewater, Randolph and Boston Mail Stage is mostly the same in BPSR 0335 as in BPSR 0733, but Boston departures change to 1:00 PM from noon, and the entry no longer includes fares. Information is the same as in BPSR 0335 in BPSR 0636.

Information for the Bridgewater, Randolph and Boston Mail Stage in BPSR 1237 is mostly the same as in BPSR 0636, but Boston departure time changes to noon from 1:00 PM, and Jonas Wheeler is no longer listed as a proprietor.

BPSR 0531 has a new listing for an East Bridgewater and Boston Accommodation Stage. On this route, stages leave East Bridgewater at an unspecified time on Monday and Friday mornings and arrive in Boston at 2:00 PM. Stages leave City Tavern Tuesday and Saturday at 11:00 AM and arrive in East Bridgewater in the afternoon. The routing is not shown. L. Doolittle & Co. are the proprietors.

In place of the East Bridgewater and Boston Accommodation Stage that was new in BPSR 0531, BPSR 0332 has listings for two stage routes between these endpoints. The East Bridgewater, Abington, Upper Weymouth and Boston Accommodation Stage leaves Whitman's Hotel in East Bridgewater Monday, Wednesday, and Friday at 7:00 AM and arrives in Boston at noon. Departures from Doolittle's City Tavern in Boston are on Tuesday, Thursday, and Saturday at 1:00 PM, with East Bridgewater arrival at 6:00 PM. The route northbound is described as by the meeting-house, old road, to Abington, by the post office through East Abington (Rockland) to South Weymouth, by the Rev. Mr. Tyler's meeting-house to Weymouth Landing, through Braintree, Quincy, Dorchester, over Neponset Bridge to Boston. Agents are E. Keith in East Bridgewater and L. Doolittle in Boston. Information is the same as in BPSR 0332 in BPSR 0733. All times shown are one hour later northbound and one hour earlier southbound in BPSR 0335 compared with BPSR 0733. This line does not appear in BPSR 0636.

BPSR 0335 has a new entry for an East Bridgewater, Abington and Weymouth Accommodation Stage that has the old departure times of the East Bridgewater, Abington, Upper Weymouth and Boston line. Abraham B. Wales is proprietor of this service. Information is the same in BPSR 0636. Information is mostly the same in BPSR 1237, but Boston departure time changes to noon from 1:00 PM and S. Orr replaces Abraham B. Wales as proprietor.

In BPSR 0332, the new East, West and North Bridgewater and Randolph and Boston Accommodation Stage leaves Whitman's Hotel in East Bridgewater Tuesday, Thursday, and Saturday at 6:00 AM; the return trip leaves the City Tavern in Boston on the same days at 3:00 PM, arriving in East Bridgewater at 7:00 PM. This route runs through East Stoughton (Avon), Randolph, and Milton. The through fare is \$1.00. John Maden, Jr. is the agent. Information is the same as in BPSR 0332 in BPSR 0733. This route is not listed in BPSR 0335.

BPSR 0335 has a new listing for a South Bridgewater and Boston Stage via Randolph. Boston departures from the City Tavern on Brattle Street and the Washington Coffee House on Washington Street are daily except Sunday at 12:30 PM. Northbound times are not shown. James & Co. are the proprietors. Information is the same in BPSR 0636 and BPSR 1237.

BPSR 1237 has a new listing for a Boston, Easton, and Stoughton Stage. Boston departures are daily except Sunday from the Washington Coffee House. No other details are provided.

Stage Lists in the Boston Almanac

The end of Badger & Porter's Stage Register does not seem to have attracted much attention at the time. According to the Wordwide Libraries Catalog, the last BPSR issue is believed to have been that of May/June 1838. This would have been two issues later than the January 1837/December 1838 issue, which was the latest one available for this work. With the rapid

proliferation of railroads in New England and New York and the role of stagecoaches shifting to be feeders to these rail lines, the publishers may have concluded that the demand for the Register would not justify the effort needed to keep it accurate and up to date.

At about the same time that BPSR ceased publication, the *Boston Almanac* began including lists of stage and omnibus routes radiating from Boston. The first such list was in the 1838 edition, published in December 1837. Corrected lists were published annually in each edition of the *Almanac* through 1842 (corrected to December 1841). Starting with the 1843 issue, the *Almanac* listed only short-distance coach routes that the publishers classified as omnibuses. Any longer-distance Boston stage routes that were still in operation after 1842 probably did not last much longer than that as the rail network density increased.

Boston Almanac 1838 Stage List

The information in the *Boston Almanac* stage lists is much less detailed than that in the *Stage Register*, but the close publication dates of BPSR 1237 and the 1838 *Almanac*, cited below as BA 38, provide a means of determining correspondence between the two sources.

Stages Between Boston and Albany

BA 38 lists four routes between Boston and Albany. Route 1 is via the morning B&W RR train to Worcester, then by stage through Brookfield, Ware, Belchertown, and Northampton. This corresponds with the Worcester, Northampton, and Albany Mail Stage in BPSR 1237, which is described as leaving Worcester on arrival of the morning train from Boston, with overnight lodging in Northampton.

BA 38 Route 2 to Albany is an all-stage route leaving Boston daily except Sunday at 4:00 AM and described as running through Fitchburg, Keene, Burlington, Brattleboro, and Greenfield. This does not match any BPSR 1237 route closely. It apparently includes several connecting lines, as a route between Boston and Albany would not have passed through all the points named, and especially not through Burlington.

BA 38 Route 3 to Albany is a mail stage via Brattleboro. This corresponds with a mail stage via Brattleboro in BPSR 1237, except for showing the Boston starting time as 5:00 AM rather than 2:00.

BA 38 Route 4 to Albany is via the morning train from Boston to Worcester and a connecting stage through Springfield. This corresponds with the Worcester, Springfield, and Albany Mail Stage listed in BPSR 1237.

Stages Between Boston and Worcester and Intermediate Points

The route listed as Worcester, old road in BA 38 corresponds with the Boston and Worcester Accommodation Stage in BPSR 1237. BA 38 shows the Framingham stage leaving Boston daily except Sunday at 3:00 PM, while BPSR 1237 shows it leaving tri-weekly at 2:30 PM.

Stages Between Boston and New York

BA 38 lists the route to New York via morning train to Worcester and stage to Norwich, but it shows the Boston departure days as Tuesday, Thursday, and Saturday, versus Tuesday, Wednesday, Friday, and Saturday in BPSR 1237.

Stages Between Boston and Providence or Hartford, New Haven and Intermediate Points

BA 38 does not include a stage route between Boston and Providence.

BA 38 shows four routes between Boston and Hartford provided by stage connections with B&W RR trains at Worcester, but it is not clear how these correspond with routes in BPSR 1237.

BA 38 agrees with BPSR 1237 on the schedule for the Boston, Medfield, and Mendon Stage and the Boston and Woonsocket Falls, R. I. Stage.

BA 38 shows a route from Boston to Uxbridge that had been dropped from BPSR lists a few years earlier. Boston departures are at noon from 11 Elm Street on Tuesday, Thursday, and Saturday. The route runs through Newton, Holliston, Milford, and Mendon. The through fare is \$2.00.

Stages Between Boston, Central Massachusetts, and Fitchburg Area

BA 38 does not show the Boston, Stow, Bolton, Lancaster, Leominster and Fitchburg Stage or the Boston, Sterling and Princeton Accommodation Stage that appear in BPSR 1237.

BA 38 agrees with BPSR 1237 on the schedule for the Boston and Groton Accommodation Stage and adds the information that the fare is \$1.50.

BA 38 agrees with BPSR 1237 on the schedule for the Concord (Mass.) and Boston Accommodation Stage and includes the additional information that the winter departure time of 3:00 PM from Boston changes to 4:00 PM in the summer.

The Fitchburg Accommodation Stage in BA 38 corresponds with the Boston, Lancaster, and Fitchburg Accommodation Stage in BPSR 1237. BA 38 also shows a Lancaster stage leaving 11 Elm Street in Boston at 4:00 AM on Tuesday, Thursday, and Saturday.

BA 38 does not have a listing corresponding with the Boston and Royalston Stage, but it shows a stage leaving 11 Elm Street in Boston for Templeton at 4:00 AM on Monday, Wednesday, and Friday.

BA 38 shows a route from Boston to Holden via Weston, Sudbury, Berlin, and West Boylston. This corresponds with the Holden, Berlin, and Boston Mail Stage in BPSR 1237, but Boston departures are changed to 8:00 AM from 7:30. BA 38 adds that the through fare is \$2.00.

BA 38 shows a route from Boston to Barre, leaving Wildes' at 4:00 AM on Tuesdays, Thursdays, and Saturdays. BPSR did not show a Barre route in issues found later than 1835.

Stages Between Boston and Keene, Walpole, Windsor, Burlington, and Montreal

BA 38 shows a stage leaving Earl's at 36 Hanover Street daily at 5:00 AM for Keene, N.H. This corresponds with the schedule of the Boston, Keene, and Burlington Mail Stage, Old Line in BPSR 1237, but BA 38 does not show it continuing beyond Keene.

For service from Boston to Burlington, Vermont, BA 38 shows a route starting out with the morning train to Lowell on the B&L RR connecting with a stage running through Groton, Townsend, Ashby, Rindge, Fitzwilliam, Troy, Keene, Walpole, Bellows Falls, Charlestown, Windsor, Woodstock, Royalton, and Montpelier to Burlington. This appears to be a combination of the Boston and Keene, N.H. North Star Line and the Boston, Keene, and Burlington Mail Stage, Old Line in BPSR 1237.

For service between Boston and Brattleboro, BA 38 says to refer to Albany routes 2 and 3.

BA 38 does not show the Boston and Peterborough, N.H. Stage.

Stages Between Boston and Concord, N. H. or Lowell

The only stage service between Boston and Concord, New Hampshire in BA 38 consists of a connection on Tuesdays, Thursdays, and Saturdays from a Boston & Lowell Railroad train leaving Boston at an unspecified time. BPSR 1237 shows the departure days of this service as Monday, Wednesday, and Friday.

The only stage between Boston and Lowell listed in BA 38 is the one leaving Boston daily except Sunday at 2:00 PM. BA 38 adds the information that the fare is \$1.00.

Stages Between Boston, Northeastern Massachusetts, Portsmouth, and Portland

BA 38 does not include a listing for the Boston, Haverhill, Exeter, Dover, N.H., and Portland Me. Stage or for the Boston and Portland Mail Stage via Portsmouth. The Boston, Portsmouth and Portland Accommodation Stage is listed as a Portsmouth stage, with no mention of service north of Portsmouth.

BA 38 shows a Portsmouth Eastern Mail Stage, via Ipswich, Rowley, Newburyport, Hampton, and Hampton Falls, leaving 84 Ann Street daily at noon.

BA 38 shows stages leaving Ann Street in Boston for Amesbury at 7:30 AM and 2:00 PM. BPSR 1237 shows a single departure at 1:00 PM. The 7:30 departure matches the time of the Boston and Portsmouth Accommodation Stage shown in BPSR 1237 but not shown as a Portsmouth trip in BA 38.

The listing for Dover Route 1 in BA 38 corresponds with the listing for the Boston & Dover, N.H. Accommodation Stage in BPSR 1237.

BA 38 also shows a trip leaving Boston for Dover at 7:00 AM on Tuesday, Thursday, and Saturday. The route runs through Lynn, Danvers, Topsfield, Rowley, West Newbury, Salisbury, and Exeter. The fare is \$2.50. It does not seem to correspond with a route in BPSR 1237.

BA 38 shows a stage leaving City Tavern in Boston for Manchester and Gloucester at 11:00 AM and 3:00 PM daily. BPSR 1237 shows a single departure daily except Sunday at 2:30 PM, with Boston arrival at 11:00 AM. Prior BPSR issues seldom showed more than one departure per day on this route. BA 38 does not show a stage between Boston and Beverly.

Stages Between Boston, South Shore, and Cape Cod

For service between Boston and Cape Cod, BA 38 shows a stage leaving the City Tavern daily except Sunday at 4:00 AM for Falmouth via Plymouth, Sandwich, and Barnstable. This corresponds with the Boston, Plymouth, Sandwich, Falmouth, and Barnstable Mail Stage in BPSR 1237.

BA 38 shows only one accommodation stage from Boston terminating in Plymouth. It corresponds most nearly with the stage shown in BPSR 1237 as leaving the City Tavern at 1:30 PM daily except Sunday, but BA 38 shows the departure time as 11:00 AM.

BA 38 shows one route with two variations for service between Boston and Duxbury, leaving City Tavern daily except Sunday at 10:00 AM. On Tuesday, Thursday, and Saturday, the stages run via Scituate and Marshfield. On Monday, Wednesday, and Friday, they run via Cohasset, North Scituate, and Marshfield. The through fare is \$2.00. This is similar to the Duxbury, Cohasset, and Scituate Stage newly listed in BPSR 1237, but that listing appears to show departure times varying by day of the week, with additional service between Boston and Scituate Harbor three days a week.

Stages Between Boston, Southeastern Massachusetts, and Newport

BA 38 shows service from Boston to Fall River and Newport being provided by a stage connecting at Taunton with the morning train from Boston. BA 38 also shows a mail stage from Boston to Taunton, leaving from 158 Washington Street daily except Sunday. This agrees with the new listing for a Boston and Taunton Stage in BPSR 1237.

BA 38 shows the same service between Boston and New Bedford as shown in the new listing in BPSR 1237.

BA 38 shows a stage from Boston to North and South Bridgewater via Randolph corresponding with the Bridgewater, Randolph and Boston Mail Stage in BPSR 1237. BA 38 also shows a stage from Boston to East Bridgewater via Weymouth and Abington corresponding with the East Bridgewater, Abington and Weymouth Accommodation Stage in BPSR 1237.

A third Bridgewater route shown in BA 38 runs to North Bridgewater via Randolph Monday, Wednesday, and Friday at 3:00 PM. A similar route was dropped from listings in BPSR several years earlier. BA 38 does not show the South Bridgewater and Boston Stage via Randolph that appears in BPSR 1237 and earlier editions.

A route from Boston to Easton and Stoughton in BA 38 corresponds with the new listing for such a stage in BPSR 1237. BA 38 adds the details that Boston departures are daily at 3:00 PM and that the fare is \$1.25.

Boston Almanac Stage Lists from 1839 to 1842

After Badger and Porter stopped publishing the *Stage Register* in 1838, other guidebook publishers would have had to rely on more direct communication with stage proprietors or agents when updating route and schedule information. Stage lists in the *Boston Almanac* for each year from 1839 through 1842 claim to have been corrected for the almanac year, but the almanacs were usually printed some time in December of the year preceding the cover date. Year-to-year changes in information for intercity and regional stages in each issue of the *Boston Almanac* with lists of such routes are summarized below.

Changes in Boston Almanac Stage List for 1839

Most of the listings for intercity and regional stage routes in BA 39 have no changes from BA 38. Exceptions are as follows:

Under the listing for service from Boston to Burlington Vermont, BA 39 includes an option of traveling by train as far as Nashua via the Boston & Lowell and Nashua & Lowell Railroads, with stage connections from Nashua to Burlington through Peterborough and Keene.

For alternative 1 between Boston and Dover, N.H., BA 39 replaces through stage service via Lynnfield and Topsfield (Newburyport Turnpike) with a combination of a train between Boston and Haverhill (Bradford) and a stage continuing to Dover via Exeter.

For service between Boston and Newburyport, BA 39 still shows a 2:00 PM Boston stage departure but no longer shows a 7:30 AM departure. For service between Boston and Amesbury, BA 39 shows Boston departures changed from daily at 7:30 AM and 2:00 PM to daily at 9:00 AM and Tuesday, Thursday, and Saturday at 7:00 AM. The 7:00 AM trip is the same as Dover alternative 2. The 9:00 AM trip continues to Portsmouth. (A newspaper ad dated January 1, 1839, from the Andover & Haverhill Railroad, shows a stage connection from the morning train at Bradford daily except Sunday for Newburyport via East Haverhill and Amesbury. The stage also serves West Newbury on Tuesday, Thursday, and Saturday.)

For alternative 1 between Boston and Portsmouth, BA 39 adds Dover to the route. Departures are increased from daily except Sunday at 8:00 AM to daily except Sunday at 7:00 and 9:00 AM, but the 7:00 trip may actually go only as far as Dover. For Portsmouth alternative 2, the Eastern Mail, BA 39 shows Salem added as a stop, and Boston departure time changed to 11:00 AM

from noon. (The January 1, 1839, A&H RR ad shows stage connections from Bradford to Portsmouth from trains leaving Boston at 7:30 and 11:00 AM.)

For service between Boston and New Bedford, BA 39 shows Boston departures still at 8:00 AM but reduced from daily except Sunday to Monday, Wednesday, and Friday. The route description is changed from via Bridgewater to through Weymouth, East Bridgewater, and Middleborough Four Corners.

For service between Boston and Plymouth, BA 39 shows Boston departures increased from daily except Sunday at 11:00 AM to daily at 11:00 AM and 4:00 PM in the winter and to daily at 2:00 PM and 4:00 PM in the summer.

Changes in Boston Almanac Stage List for 1840

Most of the listings for intercity and regional stage routes in BA 40 have no changes from BA 39. Fares are no longer included in any listing. Routes with schedule changes are as follows:

The listing for Albany route 1 notes that trains are running as far west as Springfield. (The Western Railroad had opened between Worcester and Springfield in October 1839.) Route 4, which had a stage connection from Worcester to Springfield, is no longer listed.

For service from Boston to Newburyport, passengers are directed to the Eastern Railroad, which was open as far as Ipswich.

Boston Departures on the route to North Bridgewater via Randolph increase from Wednesday and Saturday at 3:00 PM to Monday, Wednesday, and Saturday at 3:00 PM. The listing for the route from Boston to Bridgewater via East Weymouth and Abington notes that Boston departure time changes to 1:00 PM from noon in the summer.

Service on the route to Woonsocket Falls increases from tri-weekly to daily, still leaving Boston at 11:00 AM.

Changes in Boston Almanac Stage List for 1841

Most of the listings for intercity and regional stage routes in BA 41 have no changes or only minor changes from BA 40. Routes with schedule changes and newly listed routes are as follows:

For Albany route 3, the mail stage via Brattleboro, the Boston departure time changes to 6:00 AM from 5:00 AM. A new route 4 is shown. It consists of a train from Boston to Springfield via the B&W and Western Railroads, then a connecting stage through Westfield, Lee, Stockbridge, and Chatham, NY to Albany. A new route 5 says that it includes travel by train twice a day by morning and midday trains but does not show stage routings beyond Springfield.

BA 41 has a new listing for service from Boston to Amherst, Mass., via the B&W and Western Railroads and stage connections to Enfield, Ware, Belchertown and Northampton. The transfer points are not specified. (Appendix C shows transfer points listed in newspaper ads).

BA 41 also has a new listing for service from Boston to Greenfield and Brattleboro, starting by the morning train on the B&W RR.

BA 41 lists five alternative routings for travel between Boston and Burlington, Vermont. These probably all include use of trains between Boston and Nashua, though not all the listings say so explicitly. Route 1 is almost the same as the first routing listed in previous editions of the *Almanac*. Route 2 is by train from Boston to Nashua, leaving at either 7:00 or 11:00 AM, and continuing by stage through Concord, Hanover, and Montpelier to Burlington.

Burlington Route 3, probably also starting by train to Nashua, runs through Amherst (N.H.), Franconia, Claremont, Windsor, Woodstock, Royalton, and Montpelier to Burlington. Route 4, called the Forest Line, runs via Milford, Hancock, Charlestown, Woodstock, and Montpelier to Burlington. Route 5 runs through Milford, Peterborough, and Keene to Walpole. After an overnight stop, the stage continues to Burlington either via Rutland and Middlebury or via Charlestown and Montpelier.

For service between Boston and Dover, New Hampshire, the first alternative is unchanged. The second alternative replaces the stage segment between Boston and Salisbury with an Eastern Railroad train. A third alternative is added. It consists of taking the Boston & Portland Railroad (formerly Andover & Haverhill) between Boston and Exeter, New Hampshire, continuing by stage to Dover. (The railroad had reached Exeter in June 1840.)

For the Framingham stage, BA 41 shows a minor adjustment in Boston departure times, from 3:00 PM to 2:30 in the winter and from 4:00 PM to 3:00 in the summer.

For service from Boston to Hartford alternative 2 by train to Worcester and stage via Southbridge, the Tremont Line name is removed, and service is reduced from daily to tri-weekly on unspecified days. For alternative 3, the Southern Mail frequency, previously unspecified, is shown as four times weekly.

BA 41 has a new entry for service from Boston to Hartford and New Haven via morning train to Springfield. At that time, a rail line was open between Hartford and New Haven, but not between Hartford and Springfield, so part of the trip would have been by stage or Connecticut River steamboat.

For service between Boston and New York, BA 41 specifies an option of taking the Norwich & Worcester Railroad instead of a stage between Worcester and Norwich. This rail line had been completed early in 1840, after publication of BA 40.

For the Keene, N.H. mail stage from Boston, BA 41 shows a minor change in Boston departure time, to 6:00 AM from 5:00.

BA 41 has a new listing for service between Boston and Meredith, N. H., using the Boston and Portland Railroad from Portland to Exeter and a stage line through Pittsfield, N. H.

Changes in Boston Almanac Stage List for 1842

Most of the listings for intercity and regional stage routes in BA 42 have no changes or only minor changes from BA 41. Routes with schedule changes and newly listed routes are as follows:

For service from Boston to Albany, only two numbered alternatives are shown in BA 42. Former Routes 1, 4, and 5 are omitted. Former route 2, the stage through from Boston to Albany via Brattleboro becomes the new route 1. Former route 3, the mail stage through from Boston to Albany via Brattleboro, becomes the new route 2. BA 42 also notes that travel from Boston to Albany entirely by rail is possible but provides no details. (This route had been completed late in 1841.)

BA 42 shows Framingham stages leaving Boston at 3:00 PM all year instead of changing to 2:30 PM in winter.

BA 42 shows the outer end of the stage route between Boston and Holden cut back to Berlin, and the Boston departure time changed from 8:00 AM to noon. In BA 42, the long-established

Groton accommodation stage, for which routing details were not shown before, is shown as running via, Acton, Boxboro, and Harvard, and continuing to Leominster.

BA 42 has a new listing for a stage from Boston to Littleton, Mass., leaving 36 Hanover Street daily except Sunday at 6:00 AM. However, this may have been a stop on the established Keene, N. H. mail stage route rather than a separate new route.

BA 42 directs passengers going from Boston to Amesbury to take the Eastern Railroad from Boston. (The nearest station to Amesbury was in Salisbury, as the Eastern Railroad branch to Amesbury didn't open until 1848.)

BA 42 shows the Boston departure time of the earlier stage to Manchester and Gloucester changed to noon from 11:00 AM.

BA 42 shows service on the route from Boston to Bridgewater North (Brockton) and Randolph increased from tri-weekly to daily, still leaving from the City Tavern at 3:00 PM. BA 41 also has a new listing for a stage from Boston to East Bridgewater via Quincy, Weymouth, and Abington. Departures from the City Tavern are on Monday, Wednesday, and Friday at noon in winter and at 2:00 PM in summer.

BA 42 shows Boston departure times of both variations of the Duxbury stage via Scituate and Marshfield changed to 11:00 AM from 10:00 AM.

BA 42 shows Boston departures of the stage to New Bedford changed to Tuesday, Thursday, and Saturday at 11:30 AM from Monday, Wednesday, and Friday at 8:00 AM, and no longer shows the intermediate points on the route.

BA 42 adds the train to Providence to the list of options for the first leg of travel to New York in the stage listings pages. However, travel from Boston to Providence by train had been possible since 1835, and the route had been included in the railroad listings in the *Almanac*.

Final Years of Intercity and Regional Stage Routes Serving Boston

Starting with the 1840 edition (BA 40), the *Boston Almanac* had separate lists for stages and for omnibuses, but some of the routes on the omnibus list may not have used omnibus-type coaches. BA 42 was the last edition to include both a stage list and an omnibus list. The omnibus list in BA 43 included only routes that had appeared on the omnibus list in BA 42. The omnibus list in BA 44 also included five routes that had been on the stage list in BA 42. However, all five were routes discussed along with omnibuses in the main body of this manuscript.

The stage list in BA 42 indicates that at the end of 1841, there were at most about 30 stage routes serving Boston that were classified as intercity or regional for purposes of this appendix. The number cannot be stated more precisely, because it is not clear in some cases whether a route used a rail connection instead of serving Boston directly.

Research for this work has not found any source that would show when each of the remaining intercity or regional routes was finally discontinued. Very few of them had ever advertised in newspapers, so absence of ads does not prove absence of service.

As discussed in Appendix B, the Boston railroad network continued to expand rapidly during the 1840s. By 1850, few places that were still served by intercity or regional stages from Boston in 1842 did not have either direct rail service or stage service connecting to a rail line. Therefore, it is reasonable to assume that most intercity or regional stage routes that once served Boston directly were gone by 1850.

In July 1849, Snow & Wilder, Publishers, based in Boston, began issuing the *Pathfinder Railway Guide for the New England States* on the first Monday of every month. This was the first publication that attempted to provide complete schedules for every railroad in New England, including times at all stations on most lines. The *Pathfinder* included information about stage connections with some railroad lines, as well as lists of omnibus and stage routes serving Boston directly.

The earliest issue of the *Pathfinder* accessed at this writing is No. 7, December 1849. Only three routes that would be considered regional or intercity in this manuscript are included. It is not clear if these routes are the only remaining ones or were selected from a larger group. The three routes are as follows:

Boston to Groton via West Cambridge (Arlington), Lexington, Bedford, Carlisle, and Westford. Departures from 7 Elm Street in Boston are at 8:45 AM on Tuesday, Thursday, and Saturday. Arrival times and return departure times are not shown. The through fare is \$1.00.

Boston to Lowell via Medford, Woburn, Burlington, and Billerica. Departures from the City Hotel on Brattle Street are on Tuesday and Friday “on arrival of the Eastern Boat.” It is not clear which boat this is referring to, or why it controls the departure time of stages on this route. Stage arrival times and return departure times are not shown.

Boston to Danvers via Lynn and Salem. Departures from the City Hotel are at 2:15 PM on Monday, Wednesday, and Friday, and 9:00 AM Sunday. Fares are 50 cents weekdays and 75 cents Sundays. Arrival times and return departure times are not shown.

APPENDIX B

RAILROAD PASSENGER SERVICE OPENINGS 1834 TO 1850

As discussed in preceding sections of this manuscript, by 1842, the final year for which the *Boston Almanac* included a list of intercity and regional stages serving Boston, railroads had either replaced or removed most of the need for many of the stage routes listed previously. Opening dates of railroad lines that would have diverted most or all of the passengers from stage lines serving Boston are summarized below.

The Boston & Worcester (B&W) Railroad began operating the first scheduled passenger service from Boston to West Newton on April 16, 1834. This line was quickly extended that year to Needham (Wellesley) in July, to Hopkinton (Southborough) in September, and to Westborough in December 1834. It was completed to Worcester in July 1835. Ads for the B&W showed a transfer point for stages to Worcester relocating with the end of the rail line as it reached Needham, Hopkinton, and Westborough. After the railroad reached Worcester, ads showed stage connections from there to Springfield, Northampton, Hartford, Norwich, Keene, “&c.”

The Boston & Providence (B&P) Railroad began running regular service between Boston and Canton (Canton Junction) in September 1834. The Tremont Line of stagecoaches provided connecting service between Canton and Providence. A B&P branch from Readville to Dedham opened in April 1835. The B&P main line was extended to East Providence in June 1835. Other towns on the line included Sharon, Mansfield, and Attleborough, Massachusetts, and Pawtucket, Rhode Island.

The Boston & Lowell Railroad began operating service over the full length of its line in July 1835. Intermediate towns on the line included the present Medford, Winchester, Woburn, Wilmington, and Billerica.

In August 1836, the Taunton Branch Railroad opened from a connection with the Boston & Providence Railroad at Mansfield to the center of Taunton. Stage connections were advertised from Taunton to New Bedford and Fall River, with the Fall River stage route later extended to Newport.

Also in August 1836, the Andover & Wilmington Railroad opened from the Boston & Lowell at Wilmington to the center of Andover. Newspaper ads showed connecting stages from Andover to Haverhill, Exeter, Dover, Concord, Portsmouth “and intervening towns.” The Andover & Wilmington Railroad was renamed the Andover & Haverhill Railroad in 1837 and opened as far as Bradford that April. The main stage transfer point was relocated from Andover to Bradford.

In November 1837, the New York, Providence & Boston Railroad opened between South Providence, Rhode Island and Stonington, Connecticut. A short ferry route at Providence linked it with the Boston & Providence Railroad, and a line of steamboats ran from Stonington to New York City.

The next main line out of Boston was that of the Eastern Railroad, which opened between East Boston and Salem through the present Revere, Lynn, and Swampscott in August 1838. At

the same time, the Eastern Stage Company, which had previously operated stage routes from Boston, began operating stages from Salem to Newburyport, Portsmouth, Dover, Portland, and Gloucester.

In October 1838, the Nashua and Lowell Railroad opened between those cities, connecting with the Boston & Lowell at Lowell. Intermediate stops in Massachusetts included North Chelmsford and Tyngsborough. Newspaper ads showed stage connections from Nashua to numerous destinations in New Hampshire and Vermont previously served by stages from Boston. Ads for the Boston & Lowell Railroad had not previously shown stage connections at Lowell, but Badger & Porter's *Stage Register* shows that there were several such routes in operation by 1836.

In October 1839, the Western Railroad was opened between Worcester and Springfield, connecting at Worcester with the Boston & Worcester.

In December 1839, the Eastern Railroad was opened between Salem and Ipswich, via Beverly, Wenham, and Hamilton. The transfer point for most of the stage routes was changed to Ipswich. The Eastern also opened a branch from Salem to Marblehead that year.

In March 1840, the Norwich & Worcester Railroad opened from Worcester to Norwich, Connecticut. Together with the Boston & Worcester, it provided a new connection from Boston to the steamboat line between Norwich and New York.

In June 1840, the Andover & Haverhill Railroad, renamed the Boston & Portland, was opened as far as Exeter, New Hampshire, and the Eastern Railroad was extended from Ipswich to Newburyport. Stagecoach transfer points were relocated accordingly. The Eastern Railroad reached Portsmouth in November 1840.

In July 1840, the New Bedford & Taunton Railroad opened, completing a rail route between Boston and New Bedford in connection with the Boston & Providence Railroad and the Taunton Branch.

The Boston & Portland Railroad was extended from Exeter to Newmarket, New Hampshire in July 1841 and to Dover that September. In December 1841, the Western Railroad completed a route between Springfield and Greenbush, New York, across the Hudson River from Albany. A ferry provided the final link in service between Boston and Albany.

The final stage list in the 1842 *Boston Almanac*, published in December 1841, showed stage routes still reportedly operating when the railroad network from Boston was completed to the extent summarized in the preceding paragraphs. Most of these stage routes served points not yet reached by rail. Those with outer endpoints already served by rail from Boston ran via intermediate towns not on rail lines. However, by the end of the decade, railroads would reach the majority of places still served exclusively by stage from Boston at the end of 1841.

Stage routes classified as regional or intercity in Appendix A and still running through from Boston according to the 1842 *Almanac* list ran to Albany via Greenfield; to Albany via Brattleboro; possibly to Burlington, Vermont by two routings; to Templeton; to Fitchburg; to Acton, Boxboro, Harvard and Leominster; to Littleton, Mass.; to Concord, Mass.; to Lowell; to Portsmouth and Dover, New Hampshire; to Manchester, Mass. and Gloucester; to Barre, Mass.; to Berlin, Mass.; to Framingham; to Worcester via the Post Road; to Uxbridge via Holliston; to Woonsocket Falls, Rhode Island via Mendon, to North Bridgewater (Brockton) and Randolph; to

Bridgewater by three routings; to Duxbury via Scituate and Marshfield; to Falmouth via Plymouth and Sandwich; to Easton and Stoughton; to New Bedford; and to Providence. Most of these routes had no more than one departure per day from Boston, and several had service only three days a week.

In July 1842, the Concord Railroad opened between Nashua and Hooksett, New Hampshire, providing service from Boston in connection with the Boston & Lowell and Nashua & Lowell Railroads. The line was completed into Concord, New Hampshire by September 1842. Concord then became a transfer point for stages to numerous destinations in New Hampshire, Vermont, and parts of New York, Maine, and Canada.

Also in July 1842, the Charlestown Branch Railroad, which would later become the Boston entry route of the Fitchburg Railroad, began running passenger trains between Charlestown and Fresh Pond in Cambridge.

In December 1842, the Eastern Railroad began operating through service between Boston and Portland, Maine using the leased Portland, Saco & Portsmouth Railroad north of Portsmouth. At Portland, there were stage connections for Brunswick, Bath, Hallowell, Augusta, and Bangor.

An alternate route between Boston and Portland opened in February 1843, when the Boston & Portland Railroad, renamed the Boston & Maine, was completed from Dover to a connection with the Portland, Saco, & Portsmouth Railroad in South Berwick, Maine.

In December 1843, the Fitchburg Railroad began operating passenger service between the Warren Bridge in Charlestown and Waltham, through the present Belmont. In June 1844, service was extended from Waltham to Concord through Weston and Lincoln. Service opened between Concord and West Acton in October 1844 and to Shirley via Boxborough, Littleton, and Groton (Ayer) in December 1844. The line was opened to Fitchburg via Leominster in March 1845.

As soon as the Fitchburg Railroad reached West Acton, ads began showing stage connections to many destinations along what would eventually become the route of the railroad through western Massachusetts to New York State, as well as lines that would connect the Fitchburg to New Hampshire and Vermont. The transfer point for stages with destinations farther than Fitchburg was changed to Fitchburg when the railroad was completed to that terminal.

In December 1844, the New Haven, Hartford, & Springfield Railroad opened between Hartford and Springfield. This was an extension of a line completed by the Hartford & New Haven Railroad between those two cities in December 1839. It eliminated the need to make an intermediate connection by stage or steamboat.

In February 1845, the Northampton & Springfield Railroad began operating passenger service between a connection with the Western Railroad in Springfield and Cabotville (Chicopee). Service was extended to Northampton in December 1845 under the name Connecticut River Railroad.

In April 1845, the Boston & Lowell Railroad opened a branch from the B&L main line at what is now Winchester to the center of Woburn.

Also in April 1845, the Stoughton Branch Railroad opened from Canton Junction on the Boston & Providence Railroad main line through Canton Center to Stoughton. The B&P ran it from the start.

In June 1845, the Fall River Branch Railroad opened a line from a connection with the New Bedford & Taunton Railroad at Myricks in Berkley to Fall River. This allowed for all-rail service between Boston and Fall River. The transfer point for stages to Newport was shifted to Fall River from Taunton. Seasonal steamboat service was also available between Fall River and Newport starting in 1846.

In July 1845, the Boston & Maine Railroad opened its own main line route between Boston and Wilmington Junction via Melrose, South Reading (Wakefield), and Reading, freeing it from dependence on the Boston & Lowell for its Boston connection.

In November 1845, the Old Colony Railroad opened its main line between South Boston and Plymouth through Quincy, Weymouth, Abington, Whitman, Hanson, Halifax, and Kingston.

In July 1846, the Boston & Worcester Railroad opened a branch from Natick to Saxonville.

The Connecticut River Railroad continued north through Connecticut Valley during 1846, opening to South Deerfield in August, Deerfield River in October, and Greenfield in December. On the other side of the Berkshires, the Pittsfield & North Adams Railroad opened from a connection with the Western Railroad in Pittsfield through Lanesborough, Cheshire, and Adams to North Adams in November 1846.

In December 1846, the Fall River Railroad main line was completed between the Old Colony Railroad in South Braintree and Myricks. The route ran through the present Holbrook, Brockton, Bridgewater, Middleborough, and Lakeville.

Also in December 1846, the Northern (New Hampshire) Railroad opened from a connection with the Concord Railroad in Concord, New Hampshire as far as Franklin, New Hampshire.

In March 1847, the Boston & Maine opened a branch from Medford Junction on the new B&M main line to Medford Center.

In May 1847, the Boston & Worcester Railroad opened a branch from the main line on the border of Newton and Weston to Newton Lower Falls Station (in present-day Wellesley).

The Eastern Railroad opened a branch from Beverly as far as Manchester in August 1847 and completed it to Gloucester in October 1847.

In September 1847, the Vermont & Massachusetts (V&M) Railroad opened from the end of the Fitchburg Railroad in Fitchburg to Baldwinville. In October 1847, the Cheshire Railroad opened from a connection with the V&M at South Ashburnham to Winchendon. The Cheshire ran service through to Fitchburg over the V&M. The Cheshire opened to Troy, New Hampshire in December 1847.

The Northern Railroad was extended from Franklin to Grafton, New Hampshire in August 1847, and it was further extended to Lebanon, New Hampshire in November 1847.

Also in November 1847, the Boston & Worcester Railroad opened a branch between Framingham and Holliston. This branch was extended to Milford in August 1848, but never went farther.

In December 1847, the Dorchester & Milton Branch opened from the Old Colony Railroad main line at Neponset to Milton Upper Mills (Mattapan).

In January 1848, the Cape Cod Branch Railroad opened from a connection with the Fall River Railroad in Middleborough through Rochester to East Wareham. The line was extended to Sandwich in May 1848, with stage connections to many other Cape Cod towns.

Also in January 1848, the Peterboro & Shirley Railroad opened between Groton Junction (Ayer) on the Fitchburg Railroad and West Townsend. It was run as a branch of the Fitchburg.

By April 1848, the Eastern Railroad had opened a branch from the main line at Salisbury to Amesbury.

By May 1848, the Essex Railroad was open between the Eastern Railroad main line in Salem and South Danvers (Peabody). This line was completed between South Danvers and Lawrence in October 1848.

Also in May 1848, the Boston & Worcester Railroad opened a branch from the Fenway area of Boston to Brookline Village.

In May 1848, the first segment of the Boston, Concord & Montreal Railroad opened from a connection with the Concord Railroad in Concord, New Hampshire to a station identified as Sanbornton, although actually in Tilton. The line was opened farther to Laconia in August 1848 and to Lakeport in October 1848.

In June 1848, the Northern Railroad was extended From Lebanon, New Hampshire to White River Junction, Vermont. At the same time, the Vermont Central Railroad opened between White River Junction and Bethel, Vermont, and passenger service was started between Boston and Bethel. The Vermont Central reached Roxbury, Vermont in September 1848, and Northfield, Vermont that December.

Also in 1848, the Cheshire Railroad was extended to Keene, New Hampshire from Troy in May. The Vermont & Massachusetts Railroad was extended from Baldwinville to Athol in June, to Orange in July, and to Millers Falls (Montague) in December.

The Worcester & Nashua Railroad opened from Worcester to Groton Junction (Ayer) in July 1848 and to Nashua in December 1848. It connected with the Boston & Worcester Railroad in Worcester and with the Fitchburg Railroad at Groton Junction. It provided direct rail service to several towns previously served by stages from Boston, including Groton, Harvard, Lancaster, and West Boylston.

The Vermont & Massachusetts was extended from Millers Falls to South Vernon, Vermont in January 1849, and was completed to Brattleboro in March. The Connecticut River Railroad also reached South Vernon in January 1849 and ran service through to Brattleboro over the V&M when that line was completed.

Also in January 1849, the Cheshire Railroad was extended from Keene, New Hampshire to Bellows Falls, Vermont. At the same time, the Sullivan Railroad opened between Bellows Falls and Charlestown New, Hampshire. Passenger service was provided between Boston and Charlestown via the Fitchburg, Cheshire, and Sullivan Railroads. In February 1849, the Sullivan opened to Windsor, Vermont, meeting a newly opened southern extension of the Vermont Central.

On its northern end, in 1849 the Vermont Central reached Montpelier in June, Waterbury in September, and Burlington in December.

Meanwhile, the Rutland and Burlington Railroad was constructing a competing route between Bellows Falls and Burlington via Rutland, working from both ends toward the middle.

By August 1849, this line was open between Bellows Falls and Ludlow and between Burlington and Salisbury. The line reached Rutland from the north in October 1849, and Clarendon in November. The final link between Clarendon and Ludlow was opened in December 1849.

The Boston, Concord, and Montreal Railroad was extended from Lakeport to Meredith Village in March 1849. It was extended to Holderness in December 1849, and to Plymouth, New Hampshire in January 1850.

Much closer to Boston, in January 1849, the South Shore Railroad opened from a connection with the Old Colony Railroad Main Line in Braintree through Weymouth and Hingham to Cohasset. South Shore Railroad ads did not show any stage connections, but it is probable that passengers from Scituate, Marshfield, or Duxbury would have used this rail line instead of continuing to travel through to Boston by stage.

In May 1849, the Norfolk County Railroad opened from a connection with a branch of the Boston & Providence Railroad in Dedham through Norwood, Walpole, Norfolk, and Franklin to Blackstone. The outer terminal was about two miles from Woonsocket, Rhode Island. At Blackstone, the Norfolk County Railroad connected with the Providence & Worcester Railroad, completed in 1847. Schedules were arranged to allow travel to Boston from points on the P&W west of Blackstone, including Uxbridge.

In October 1849, the Boston & Providence Railroad opened a branch from the present Forest Hills (today part of Boston) to Dedham via West Roxbury.

In November 1849, the Manchester & Lawrence Railroad was opened between the Boston & Maine Railroad at Lawrence and the Concord Railroad at Manchester, New Hampshire. Through service was run between Boston and Concord.

In June 1850, a branch of the Fitchburg Railroad opened between South Acton and Feltonville (Hudson).

In September 1850, the South Reading Branch Railroad opened between the Boston & Maine Railroad main line at South Reading (Wakefield) and South Danvers (Peabody), with service running through to Boston over the B&M and to Salem over the Essex Railroad.

In November 1850, the Peterboro and Shirley Railroad was completed between West Townsend and Greenville, New Hampshire. The Vermont & Massachusetts Railroad reached Greenfield from Millers Falls, Massachusetts in January 1851.

If any intercity or regional stage routes were still running out of Boston by 1850, they were not well publicized. The role of the stage had by then been reduced mostly to short-distance local routes, or feeders to railroad lines.

As discussed in the main body of this manuscript, by 1849 half of the remaining Boston omnibus routes provided local service between downtown Boston and other Boston neighborhoods or towns that were later annexed to Boston. These included routes to South Boston, Dorchester, Jamaica Plain, Roxbury, Brighton, and Charlestown. Omnibus routes to towns that have always remained independent of Boston ran to Chelsea, Somerville, Cambridge, Malden, Medford, and Brookline.

All of these neighborhoods and towns, except South Boston, Charlestown, and Chelsea, also had steam railroad service by 1849, but omnibuses offered the advantages of more choices of boarding and alighting locations, more frequent service, and lower fares.

APPENDIX C

STAGE CONNECTIONS WITH RAILROAD LINES

As discussed in Appendix A, almost all the stage lines classified as regional or intercity in this manuscript were discontinued between 1834 and 1850 as a result of the opening of steam railroad lines. However, railroads provided a new opportunity for stages to serve as feeder lines. This appendix presents information the author was able to access about stage lines serving as feeders to railroads in Massachusetts. It is probable that other such feeder lines existed at one time or another but were not mentioned in surviving guidebooks or newspaper ads.

Most of the railroad lines that might have had stage connections opened after publication of Badger & Porter's *Stage Register* was discontinued permanently in 1838. Information about stage connections with railroad lines in the 1840s is obtainable mostly from newspaper advertising by railroads that chose to include that information. Most of the stage connections identified during that decade were short lived, being replaced either directly with railroads, or with shorter stage routes from new rail lines.

Stage Connections with Railroad Lines in Massachusetts Before 1850

As discussed in Appendix A, during construction of the Boston & Worcester Railroad in 1834 and 1835, stages to Worcester were run from the end of the line as it progressed from Needham (Wellesley) to Southborough and Westborough. After the B&W reached Worcester, stages were run from there to destinations farther west or south. These routes were, in turn, displaced as the Western Railroad opened from Worcester to Springfield in 1839 and to the Hudson River opposite Albany in 1841.

By the spring of 1840, ads for the Western Railroad showed stage connections from South Brookfield to North Brookfield; from West Brookfield to Ware and Enfield; from Palmer to Three Rivers, Belchertown, Amherst, and Greenfield; from Palmer to Monson; from Wilbraham to South Hadley and Northampton; from Springfield to Hartford; and from Springfield to Pittsfield, West Stockbridge, and Albany. There was also connecting steamboat service between Springfield and Hartford. By November 1840, the stage transfer point for Greenfield was relocated to Springfield, and a stage connection to North Brookfield was no longer shown. Stages to points directly on the railroad between Springfield and Albany were discontinued as soon as the railroad got there.

In 1843, the stage from West Brookfield to Ware and Enfield was extended to New Braintree and Hardwick, and additional service was started from Palmer to Ware. Also in 1843, a stage route was started between Pittsfield, Adams, Williamstown, and Lebanon Springs. After the Pittsfield and North Adams Railroad opened in November 1846, North Adams became a transfer point for stages to Williamstown and points in Vermont.

Stage service between Springfield and Hartford was no longer needed after December 1844, when the New Haven, Hartford, & Springfield Railroad was opened between those points. No other changes in stage connections with the Western Railroad appeared in ads as of March 1845. After mid-1845, the Western used a revised ad format that provided no information about short-distance stage routes.

The Connecticut River Railroad, which connected with the Western Railroad at Springfield, reached Northampton in 1845 and Greenfield in 1846, eliminating the need for stage service to those towns from the Western Railroad.

As discussed in Appendix B, the Fitchburg Railroad was opened between Charlestown and Fitchburg in increments between 1843 and 1845. As soon as the railroad reached West Acton in October 1844, ads began showing stage connections to many destinations along what would eventually become the railroad route through western Massachusetts to New York State, and lines that would connect the Fitchburg to New Hampshire and Vermont. The transfer point for stages with destinations farther than Fitchburg was changed to Fitchburg when the railroad was completed to that terminal.

The Fitchburg Railroad route was continued west by the Vermont & Massachusetts Railroad, which opened as far as Greenfield in increments between 1847 and 1851. The V&M had several stage connections, as detailed later in this appendix.

In August 1836, the Taunton Branch Railroad opened from a connection with the Boston & Providence Railroad at Mansfield to the center of Taunton. Stage connections were advertised from Taunton to New Bedford and Fall River, with the Fall River stage route later being extended to Newport. The stage connection to New Bedford was not needed after July 1840, when the New Bedford & Taunton Railroad opened. Rails reached Fall River in 1845.

Publication of the *Pathfinder Railway Guide* for New England began in 1849. The December 1849 issue, the earliest one available for this study, includes information about some stage connections from rail lines, but as in the case of newspaper ads, this is limited to the information that the railroads provided. Excluding routes entirely outside Massachusetts, stage connections in this *Pathfinder* issue include the following.

Cape Cod Branch Railroad. This railroad opened between a connection with the Fall River Railroad at Middleborough and the town of Sandwich in 1848. By December 1849, stages left Sandwich [then the outer end of the line] “for the Cape” on arrival of the morning and evening trains. Stages left Monument (Buzzards Bay) daily on the arrival of the morning train from Boston for Falmouth and intermediate towns, returning in time to connect with the afternoon train for Boston.

Norfolk County Railroad. This railroad opened between a connection with the Boston & Providence Railroad at Dedham and the town of Blackstone in May 1849. By December 1849, stages connected with trains to and from Boston at Walpole for Medfield; at North Wrentham (Norfolk) for Medway and for Wrentham Centre and Sheldonville ; and at Blackstone for Woonsocket, Rhode Island. Norfolk County trains also connected at Waterford, east of Blackstone, with Providence & Worcester Railroad trains, which provided links to additional stage lines.

Providence & Worcester Railroad. This railroad opened between its namesake cities in 1847. By December 1849, stages connected at Millville with coaches to Slatersville, Rhode Island; at Uxbridge with coaches for Milford and Mendon; at Whitins with coaches for East Douglas and Whitinsville; and at Farnums for Grafton Centre and New England Village (North Grafton).

Norwich & Worcester Railroad. This railroad was completed in 1840 between Norwich, Connecticut, and Worcester. By December 1849, and probably much earlier, stages connected at Webster for Southbridge.

Connecticut River Railroad. This railroad was opened between Springfield, Massachusetts and South Vernon, Vermont in increments from 1845 to 1849. It gradually replaced stage connections with the Western Railroad that had been running in the Connecticut Valley since 1840. By December 1845, stages were connecting with trains at Northampton for Amherst, “upriver towns,” Burlington, Vermont, and Canada. By December 1846, stages were also running from Northampton to Easthampton and Williamsburgh. The transfer point for destinations farther north had shifted to Greenfield. By February 1847, there was an additional stage connection from South Deerfield to Ashfield and Conway. When the railroad reached South Vernon in 1849, that became the new transfer point for stages to destinations in Vermont and Canada.

The December 1849 *Pathfinder* shows that on arrival of the 2:00 PM train from Springfield, stages still left Northampton for Amherst, Easthampton, Southampton, and Williamsburg, and they left South Deerfield for Ashfield and Conway.

Vermont & Massachusetts Railroad. By December 1849, on arrival of trains at Gardner, a stage left for Hubbardston. At Templeton on Tuesdays, Thursdays, and Saturdays, stages connected with the 7:30 AM train from Boston for Phillipston, Petersham, Dana, and Greenwich, returning on alternate days. Stages connected at Montague for Sunderland, Amherst, Hadley, and Leverett, and for Greenfield, Shelburne Falls, and points west.

Cheshire Railroad. This line opened between South Ashburnham, Massachusetts and Bellows Falls, Vermont in increments from 1847 to 1849. By December 1849, there were stage connections at Winchendon daily at 2:00 PM for Rindge and Jaffrey, New Hampshire, continuing on Tuesdays, Thursdays, and Fridays, to Peterborough and Nelson.

Stage Connections with Railroad Lines in Massachusetts 1850 to 1854

The *American Railway Guide*, which was intended to provide information for all railroad lines in the United States but was less detailed than the *Pathfinder* with respect to New England Railroads, began publication in 1850. The earliest issue available for this study was updated to December 1851. Changes compared with the December 1849 *Pathfinder* in railroad stage connections in Massachusetts were as follows:

The 1851 guide includes an extensive list of stage connections with the Boston & Worcester Railroad, some of which may have been in operation since the late 1830s. The complete 1851 list shows stages from Brighton for Brighton Centre; Newton Corner for Newton Centre; West Newton for Newton Upper Falls; Grantville (Wellesley Hills) for East Needham (Needham Center) and Dover Mills; West Needham (Wellesley Square) for South Natick and Dover; Natick for Sherburne and East Medway (Millis); South Framingham for Framingham Centre; Holliston for Medway, West Medway, and Bellingham; Milford for Mendon, Uxbridge, and Upton; Ashland for Hopkinton, Hayden Row, and Woodville (the latter two also being in Hopkinton); Southboro Station for Southboro, Marlborough, and Hopkinton; Westborough for Northborough and Upton; Grafton Station for New England Village and Grafton; Worcester for Paxton, Oakham, Barre, and Petersham; Worcester for Holden, Rutland, and Hubbardston; and Worcester for Leicester and Shrewsbury.

As early as June 1836, Badger & Porter’s *Stage Register* had shown a Worcester and Barre Mail Stage via Holden and Rutland, leaving Worcester on arrival of trains from Boston on Tuesday, Thursday, and Saturday. Return trips ran on Monday, Wednesday, and Friday, arriving in Worcester in time to connect with trains for Boston. The fare was \$1.00.

The June 1836 *Stage Register* had also shown a Worcester and Millbury Accommodation Stage. Departures from Millbury were daily at 5:00 AM and 1:00 PM, arriving in Worcester in time to connect with trains leaving for Boston at 6:00 AM and 4:00 PM. The stages left Worcester at 9:00 AM and 7:00 PM. This stage route was discontinued after the B&W opened a branch from Millbury Junction to Millbury in 1837.

The stages from Newton Corner to Newton Centre and from West Newton to Upper Falls that appeared in the 1851 *Railway Guide* replaced an omnibus route between Newton Corner and Upper Falls via Newton Centre that appeared in the *Stage Register* by December 1837 and on *Boston Almanac* lists from 1840 through 1844.

The stage connections at Holliston and Milford became possible when a branch of the B&W from Framingham reached Holliston in November 1847 and Milford in August 1848. A through stage from Boston to Uxbridge via Newton, Holliston, Milford, and Mendon was still operating as late as 1842, and it may still have been operating until this B&W branch opened.

The other B&W stage connections listed in 1851 could have been started as early as 1834 or 1835, but they were not shown in the *Stage Register* by December 1837. Other information about them prior to 1851 was not found as of this writing.

The entry for the Western Railroad in the 1851 guide says: “stages run in connection with the trains of this road from most of the Way Stations to the neighboring towns.” As noted above, several of the stage routes originally run from connections with the Western had already been replaced with railroad lines by the mid-1840s. The New London, Willimantic & Palmer Railroad reached Palmer from the south in September 1850, eliminating the need for a stage between Palmer and Monson. At this writing, no information has been found about other changes in stage connections with the Western Railroad between 1845 and 1851.

For the Connecticut River Railroad, the 1851 guide shows an additional stage connection from Willimansett to South Hadley Falls and Mt. Holyoke Seminary.

For the Cape Cod Branch Railroad, the 1851 guide adds a stage connection from Wareham to Sippican and Mattapoissett on arrival of AM and PM trains from Boston.

For the Providence & Worcester Railroad, the connecting point for Milford and Mendon stages is shown in 1851 as having moved from Uxbridge to Woonsocket. Upton is added to the stage connections from Farnums.

On the Vermont & Massachusetts Railroad, the stage connection from Montague to Greenfield was discontinued after the railroad reached Greenfield early in January 1851.

The next *Pathfinder* issue available for this study is from late 1852. Changes in stage connections from those shown in December 1851 are as follows:

Boston & Worcester Railroad. The 1852 list no longer shows the stage connections to Newton Centre and Newton Upper Falls. The Charles River Branch Railroad reached both these villages from a connection with the Boston & Worcester Railroad Brookline Branch at Brookline Village in 1852, so these stages were no longer needed. Also gone from the 1851 list is the stage from South Framingham to Framingham Centre. The Boston & Worcester had opened a branch between those points in 1849. Bellingham is added to the stage destinations served from Milford and removed from those served from Holliston. Hayden Row and Woodville are no longer shown as having stage connections from Ashland, and Hopkinton and Marlborough no longer

have a stage from Southboro, but Woodville is on a list of new stage connections from Cordaville along with Marlborough and Hopkinton.

Connecticut River Railroad. No stage connections are shown in the 1852 entry, but the stage from South Deerfield to Conway and Ashfield is included in the list of connections for the Vermont & Massachusetts Railroad.

The next source of information found about stage connections with railroads in Massachusetts was the July 1854 edition of the *American Railway Guide*. Changes in information compared with the late 1852 *Pathfinder* are as follows:

Western Railroad. A footnote in the entry says: "Stage connections—All the neighboring towns." This seems improbable, as none of the other Massachusetts railroads claimed to have stage connections as extensive. However, no specific list of stage connections with the Western appeared again until after formation of the Boston & Albany Railroad in 1867.

Connecticut River Railroad. The same stage connections are shown as appeared in the 1851 guide but were omitted from the 1852 guide.

South Shore Railroad. Although this railroad had been operating between Braintree and Cohasset since 1849 and seems likely to have had stage connections, the guides and ads accessed before 1854 do not show any. The 1854 guide indicates that there was a stage connection to Duxbury from the South Shore Railroad but provides no other details.

The Cape Cod Branch Railroad was extended from Sandwich via Yarmouth to Hyannis in July 1854. This resulted in the stage connections previously made at Sandwich being relocated to Yarmouth or Hyannis.

Norfolk County Railroad. The Medway Branch Railroad, running from the Norfolk County Railroad at North Wrentham (Norfolk) to Medway, with one intermediate station at Rockville, opened late in 1852. This resulted in some changes in stage connections with the Norfolk County Railroad. The stage from North Wrentham to Medway was discontinued. New stage connections were established from Rockville to East Medway (Millis) and from Medway to West Medway. At about the same time, the outer end of the Sheldonville stage route was cut back to Wrentham Centre, and the short stage connection from Blackstone to Woonsocket was discontinued.

Changes in Stage Connections with Railroad Lines in Massachusetts 1855 to 1859

The January 1855 *Pathfinder* shows some additional changes in stage connections compared with the July 1854 *American Railway Guide*.

The Amherst & Belchertown RR opened from a connection with the Western Railroad at Palmer through Three Rivers and Belchertown to Amherst in May 1853. The July 1854 guide did not show any stage connections with this line, but the January 1855 *Pathfinder* shows stage connections from Belchertown to Enfield and Greenwich, as well as from Amherst to North Hadley and Northampton. This left Ware, New Braintree, Hardwick, and South Hadley as the only towns on the 1845 list of stage connections from the Western Railroad that did not yet have direct rail service or stage service from a different rail line.

For the Boston & Worcester Railroad, the stage from Grantville for East Needham (now Needham Center) and Dover Mills is no longer shown in 1855, and the stage from Natick to South Natick no longer continues to Dover. The Charles River Railroad had reached Needham Plain (Needham Center) via Newton Upper Falls in 1853, but it would not be extended to Dover

until 1861. There may have been stage connections to Dover not shown in the publications found at this writing.

In 1855, the stage from Natick for Sherburne no longer continues to East Medway, and the stage from Milford goes to North Bellingham instead of Bellingham. East Medway was briefly served by a stage from the Medway Branch Railroad.

South Shore Railroad. In 1855, stages for South Scituate (Norwell) and West Scituate (Assinippi, also part of Norwell) leave Hingham on arrival of the 2:30 PM train from Boston. Stages leave Cohasset for Scituate and Scituate Harbor upon arrival of all trains. Stages leave for Marshfield upon arrival of the 2:30 PM train and on Saturdays of the 2:30 and 6:40 PM trains. A stage connection to Duxbury is no longer shown.

Cape Cod Branch Railroad. As a result of the opening of the Fairhaven Branch Railroad between Tremont Station on the Cape Cod Branch and Fairhaven via Mattapoisett in the fall of 1854, the stage from Wareham has been discontinued by 1855.

Norfolk County Railroad. Just after publication of the July 1854 guide, the Boston & New York Central (B&NYC) Railroad took over operation of the Norfolk County Railroad and opened an extension from Blackstone through Millville and Douglas to a connection with the Norwich & Worcester Railroad at Thompson Junction, Connecticut.

In January 1855, the B&NYC opened an extension from what is now Islington through Dorchester to Boston. The January 1855 *Pathfinder* shows new connecting stage service from Douglas to Pascoag, Rhode Island, and from East Thompson to Webster. However, by February 1855, the stage connections from the Medway Branch at Rockville and Medway and the connections from Walpole and North Wrentham are not shown.

A combination of legal and financial problems resulted in the breaking up of the B&NYC in July 1855. The extensions west of Blackstone and east of Islington were shut down. Norfolk County Railroad and Medway Branch trains resumed running into Boston over Boston & Providence Railroad lines from Dedham. Operation of stage connections from stations on the extensions was also suspended.

The 1855 entry for the Vermont & Massachusetts Railroad shows a stage connection from Greenfield for Shelburne Falls, Charlemont, and Colrain. .

For the Boston & Worcester Railroad, the January 1856 *Pathfinder* listing no longer shows stage connections to Marlborough or Northborough. The Agricultural Branch Railroad had opened in 1855 between Framingham and Northborough with a branch to Marlborough, so these stages were no longer needed.

The June 1856 *American Railway Guide* shows two additional changes compared with the July 1854 edition of the publication:

The Western Railroad entry no longer mentions any stage connections, and the entry for the Connecticut River Railroad just says, "stages from the principal stations of this road to all towns in the vicinity."

The August 1857 *Pathfinder* shows the following changes in railroad stage connections:

During 1857, the former Boston & New York Central lines were run all the way from Boston to Thompson Junction by the East Thompson Railroad. The August 1857 *Pathfinder* shows the stage connections restored from Walpole to Medfield and South Walpole; from North Wrentham

to Wrentham Centre and Sheldonville; and from East Thomson to Webster. The transfer point for Pascoag has moved from Douglas to Blackstone. The extension from Islington to Boston bypasses the former connection with the Boston & Providence Railroad at Dedham, but a new stage connection has been established between East Street in Dedham and Dedham Center.

New Haven and Northampton (Canal) Railroad. This railroad reached Northampton from Connecticut in July 1856. The August 1857 guide entry shows stages running from Northampton to Florence, Haydenville, Williamsburg, Amherst, and Hadley.

Vermont & Massachusetts Railroad. In 1857, stage connections are all daily. Petersham is no longer shown on the list of connections from Templeton, but the established route to Dana and Greenwich would still at least have passed through Petersham.

After 1857, published changes in stage connections with railroads in Massachusetts consisted more of discontinuances rather than implementation of new services.

Changes in Stage Connections with Railroad Lines in Massachusetts in the 1860s

In the April 1860 *Pathfinder Railway Guide*, the only changes from the August 1857 edition, except for slight revisions in connecting train times, are as follows:

Norfolk County Railroad. The East Thompson Railroad had given up on operating the former Boston & New York Central Railroad by mid-1858. The lines were shut down again except for the Norfolk County Railroad and the Medway Branch. The April 1860 *Pathfinder* shows stage connections at North Wrentham for Wrentham Centre and Medway; at Franklin for Sheldonville; at Walpole for South Walpole; and at Winslow's (in present-day Norwood) for East Walpole. The Medway stage connection is presumably not from the same train that serves Medway directly via the Medway Branch.

Pittsfield & North Adams Railroad. The 1860 listing still shows a stage connection from North Adams to Williamstown. Points served beyond Williamstown are shown only as "&c."

Amherst & Belchertown Railroad. By 1860, the stage connection from Belchertown has been extended beyond Greenwich to Dana.

The Charles River Branch Railroad was merged into the New York & Boston Railroad (NY&B) in 1855, but still terminated at Needham Center until 1861, when it was extended through Dover and Medfield to Medway. It was further extended to West Medway in 1862 and through Bellingham to Woonsocket in 1863. This ended the need for the stage connections from North Wrentham on the Norfolk County Railroad to Medway; from Holliston on the Boston & Worcester Railroad Milford Branch to Medway, West Medway, and North Bellingham; and from Milford on the B&W Milford branch to Bellingham. The stage connection from the Providence & Worcester Railroad at Woonsocket to Milford was replaced with a stage from Bellingham to Milford. This was scheduled for travel between Milford and Providence rather than Milford and Boston. The NY&B extensions also resulted in abandonment in 1864 of the entire Medway Branch Railroad between Norfolk and Medway.

In 1865, the NY&B was merged into the Boston, Hartford & Erie Railroad (BH&E), becoming that company's Woonsocket Division. In 1867, the BH&E gained control of the Norfolk County Railroad and the dormant Boston & New York Central lines north of Islington and west of Blackstone. Initially instead of running to the Norwich & Worcester Railroad connection at Thompson, Connecticut, the BH&E diverged at East Thompson over a newly built

line through Webster to Southbridge. This resulted in the end of the stage route between Webster and Southbridge.

An April 1867 schedule for the BH&E showed no stage connections with the main line to Southbridge, and none except the Milford stage with the Woonsocket Division. In August 1868, the Milford & Woonsocket Railroad opened between Bellingham Junction on the Woonsocket Division and Milford, replacing this stage route. A note in the M&W schedule said there were stage connections at Milford for Mendon, Upton, and Hopkinton. The first two of these were well-established connections from the B&W Milford Branch, but a stage from Milford to Hopkinton had not been listed before.

The *Pathfinder Railway Guides* from the late 1860s show the following additional changes in stage connections with railroads in Massachusetts compared with 1860.

Cape Cod Railroad (formerly Cape Cod Branch Railroad). In December 1865, the Cape Cod Central Railroad opened from a connection with the Cape Cod Railroad at Yarmouth to Orleans. The July 1866 *Pathfinder* shows no more stage connections at Yarmouth or Hyannis, and no stage connections with the Cape Cod Central. Previous schedules had never specified how far out on the Cape the stages ran, but towns beyond Orleans were sparsely populated at the time. (From the late 1850s to the early 1870s, stages connected Wellfleet and Truro with seasonal steamboats between Provincetown and Boston.)

The Cape Cod Central Railroad was merged into the Cape Cod Railroad in 1869. By December 1869, a note with the schedule of the combined line says: “stages leave Orleans daily for towns below,” presumably meaning what is today called the Outer Cape.

South Shore Railroad. Stage connections shown are mostly the same in July 1866 as in 1855 and 1860, but the stage from Cohasset to Scituate is no longer shown as serving Scituate Harbor.

Hanover Branch Railroad. This line opened in July 1868, from a connection with the Old Colony Railroad Plymouth Main Line at North Abington through Rockland to Hanover. By December 1869, the schedule says stages connect at Hanover for South Scituate (Norwell), Pembroke, West Duxbury, Marshfield, and Brant Rock.

Boston & Worcester Railroad. The July 1866 *Pathfinder* no longer shows stage connections from Brighton Station to Brighton Center or from Ashland to Hopkinton. Otherwise, except for the changes noted above resulting from extension of the New York & Boston Railroad through Medway, stage connections with the B&W are the same in 1866 as in 1857.

The Boston & Worcester Railroad merged with the Western Railroad in December 1867, forming the Boston & Albany Railroad. Stage connections with the former B&W lines did not change for the remainder of the 1860s. However, stage connections with the former Western Railroad lines, which had not been shown in detail in schedules since the 1840s, were included in the *Pathfinder* entry for the B&A by June 1868. These stage routes were: Spencer to Spencer Village; East Brookfield to North Brookfield; West Brookfield to Ware, Hardwick, and Barre; West Warren to Ware; Palmer to Ware and Southbridge; Westfield to Granville; Russell to Blandford; and Chester to Otis. These connections were shown for the rest of the 1860s.

New London Northern (NLN) Railroad (including former Amherst & Belchertown Railroad). The July 1866 *Pathfinder* no longer shows a stage connection from Belchertown to Enfield, Greenwich, and Dana. However, those towns would not have direct rail service until 1871. (All three were flooded for the Quabbin Reservoir in the 1930s.) The NLN reached Grout’s Corner (Miller’s Falls) from Amherst in 1867.

The New Haven & Northampton Railroad was extended from Northampton though Florence to Williamsburg in February 1868. Schedules also still showed a stage from Northampton to Williamsburg in December 1869, but this may have been an error. There was also a horse railroad line between Northampton and Florence starting in November 1866.

Vermont & Massachusetts Railroad. The July 1866 *Pathfinder* shows several changes in stage connections with the V&M compared with 1860. The stage from Templeton is still shown as running to Phillipston, but not to Dana and Greenwich. New stages are shown running from Athol to Petersham and from Athol to Warwick. Another new stage is shown as running from Orange to New Salem, Shutesbury and Amherst tri-weekly. A stage from Greenfield for Shelburne Falls, Charlemont, and Coleraine is no longer shown.

By June 1868, the list of stage connections with the V&M no longer includes a route from Montague to Amherst, and the former route from Orange to Amherst is cut back to Shutesbury. However, passengers can reach Amherst from the V&M by transferring to the New London Northern Railroad at Grout's Corner. The June 1868 schedule shows trains continuing beyond Greenfield to Shelburne Falls, with a new stage connection from Shelburne Falls to Colrain and to Jacksonville, Vermont.

A newspaper ad from August 1868 shows trains running though to Hoosac Tunnel Station at the East Portal, with a stage connection over the mountain to North Adams. The same service is shown in a June 1869 ad, but by November 1869, train service has been cut back to Greenfield.

The December 1869 *Pathfinder* V&M schedule also shows passenger trains running only as far as Greenfield. The 7:30 and 11:00 AM trains from Boston connect with the Hoosac Mountain Stage Line for the Troy & Boston Railroad and points west. The Troy & Boston runs from North Adams to Troy, New York. The December 1869 schedule also shows new stage connections from Wachusett Station to Wachusett Mountain and Princeton, and from Wendell to Warwick.

Changes in Stage Connections with Railroad Lines in Massachusetts in the 1870s

South Shore Railroad. A schedule dated July 10, 1871, shows the Duxbury & Cohasset Railroad open from the outer end of the South Shore Railroad at Cohasset through Scituate to Marshfield. The stage connections from Hingham and Cohasset, which were still shown in December 1870, have been discontinued. By June 1872, the D&C trains are running though to South Duxbury.

Hanover Branch Railroad. Despite the opening of the Duxbury & Cohasset Railroad, Hanover Branch schedules show no change in stage connections as late as September 1873. By June 1874, stage connections from Hanover are shown only to Pembroke and West Duxbury. These are still shown in July 1875 but are gone by January 1876.

Cape Cod Railroad. The main line was extended from Orleans to Wellfleet in January 1871. The note about stage connections from Orleans was then replaced with a note stating that stages leave Harwich and Wellfleet daily "for towns below." In July 1872, the railroad opened a branch from Monument (Buzzards Bay) through Falmouth to Woods Hole, and the stage from Monument to Falmouth was discontinued. In July 1873, the main line was extended from Wellfleet to Provincetown, and the stage connections from Harwich and Wellfleet were discontinued.

In December 1872, the Hopkinton Railroad, affiliated with the Milford & Woonsocket, opened from Milford through Hopkinton to the Boston & Albany Main Line at Ashland. This ended the need for the stage from Milford to Hopkinton, listed since 1868.

Boston & Albany Railroad. Stage connections shown for the former Boston & Worcester Railroad lines were still the same in October 1873 as in 1867. However, by August 1874, stage connections from Worcester to Oakham, Barre, Petersham, Holden, and Rutland were no longer shown. Also, between October 1873 and August 1874, stage connections with the former Western Railroad Main Line from West Brookfield for Ware, Hardwick, and Barre and from Palmer to Ware were discontinued.

The Boston, Barre & Gardner Railroad had opened between Worcester and Gardner through Holden in September 1871. The Ware River Railroad, controlled by the B&A, had been completed from Winchendon to Palmer in November 1873. It ran through Ware, Hardwick, Barre, and a corner of Oakham. In December 1873, the Springfield, Athol & Northeastern Railroad had been completed between Athol and Springfield. It ran through the west side of Ware and a corner of Petersham. Rutland was left without a through connection from the B&A but was not far from stations on the Ware River Railroad and the Boston, Barre & Gardner.

The North Brookfield Railroad opened from the B&A Main Line at East Brookfield to North Brookfield in January 1876. This resulted in discontinuance of the stage route between those points.

In 1877, Uxbridge was dropped from the list of stage connections with the Milford Branch at Milford, but Upton was added. In 1879, the stage connection from Natick to Sherborn was dropped from the list. Sherborn had been served by a rail line between Framingham and Mansfield since 1870.

No further changes in stage connections with the B&A were indicated on schedules for the rest of the 1870s.

A schedule for the New Haven & Northampton Railroad from December 1870 shows new stage connections to Williamsburg from Cummington, Goshen, Plainfield, Worthington, Chesterfield, and Ashfield. However, by August 1871, neither these connections nor the older one between Amherst and Northampton is shown in NH&N schedules.

Schedules for the New London Northern Railroad, by then under control of the Vermont Central, also began showing new stage connections in the 1870s. These included a tri-weekly stage from Amherst to Shutesbury and Orange and a daily stage from Amherst to Hadley and Northampton that both appeared in September 1872. The latter route essentially replaced one shown as a connection for the NH&N until 1870. Also appearing in September 1872 but gone by April 1873 was a stage from Gilbertville on the segment of the Ware River Railroad then being operated by the Vermont Central to Hadley.

Added in 1879 were stages from Palmer through Brimfield, East Brimfield, Fiskdale, Sturbridge, and Globe Village to Southbridge, and from Palmer to Wales and Holland. The Southbridge stage may have been the same as the previously reported connection from the Western Railroad at Palmer. Also first appearing in 1879 were stage connections from the NLN at Leverett for East Leverett, Shutesbury, Cooleyville, and North Prescott.

In December 1870, the Monadnock Railroad opened from a connection with the Cheshire Railroad in Winchendon to Jaffrey, New Hampshire via Rindge. It was completed to Peterborough in June 1871. This replaced the long-established stage service from Winchendon to these towns.

In the 1870s, several changes were made in stage connections with the Vermont & Massachusetts Railroad, as well as with service on the railroad itself. By July 1870, passenger

trains were apparently running through from Greenfield to the Hoosac Tunnel East Portal again, with a stage connection over the mountain to North Adams. The stage to Wachusett Mountain, probably seasonal, is not shown in December 1870. New in 1870 was a stage from Shelburne Falls to Ashfield. After the Boston, Barre, & Gardner Railroad opened from Worcester to Gardner through Hubbardston in September 1871, the stage from Gardner to Hubbardston was discontinued. Also discontinued by February 1872 were the stage connections from Athol to Warwick and from Orange to New Salem and Shutesbury. However, newly added at this time were stage connections from Orange to Barre; Bardwell's Ferry for Conway; and Zoar for Rowe. Stage service was added from Shelburne Falls for Heath on Monday, Wednesday, and Friday, and for Plainfield on Tuesday, Thursday, and Saturday.

The Hoosac Tunnel finally opened for train traffic in February 1875. This eliminated the need for the stage over the mountain between East Portal and North Adams. Otherwise, stage connections shown for the V&M (under lease to the Fitchburg railroad starting in 1874) were unchanged from 1872 to 1877. In October 1877, the Fitchburg implemented a new schedule format in the *Pathfinder* guides, emphasizing long-distance service through the tunnel and dropping listings of stage connections. At this writing, information on how long after 1877 the various stage connections with the V&M were maintained has not been found.

The final 1877 list of stage connections from the V&M to points in Massachusetts was: Templeton to Phillipston; Athol to Petersham; Orange to Barre; Wendell to Warwick; Bardwell's to Conway; Shelburne Falls to Colrain and Ashfield; Shelburne Falls to Heath; Shelburne Falls to Plainfield; and Zoar (in Charlemont) to Rowe.

Changes in Stage Connections with Railroad Lines in Massachusetts in the 1880s

As related above, by 1880, stage connections with most of the railroads in Massachusetts had either been discontinued or were no longer being shown in published schedules. A format change resulted in elimination of all stage information from the *Pathfinder* guides after 1885.

In 1885, stage connections shown for the Providence & Worcester Railroad were the same as they had been for many years: Millville to Slatersville; Whitins to East Douglas and Whitinsville; and Farnums to Grafton Centre, N.E. Village (North Grafton), and Upton.

Stage connections shown for the New London Northern Railroad in Massachusetts were the same in December 1883 as in July 1879. However, by December 1884, the only stage connections shown in Central Vermont Railroad schedules in the *Pathfinder* were north of Massachusetts.

For former Boston & Worcester Railroad lines of the Boston & Albany, the only change in stage connections shown between 1880 and 1885 was the elimination in 1883 of the stage from Grafton Station to New England Village and Grafton Centre. The three-foot gauge Grafton Centre Railroad had been providing an alternative to this stage route since 1874.

The Spencer Railroad between South Spencer and Spencer Village opened in 1879, but B&A schedules still showed a stage connection between those points in 1885. In addition, by January 1882 and still in 1885, there was one round-trip per day by stage between Spencer Village and East Brookfield, connecting with trains that didn't stop at South Spencer.

For the Pittsfield & North Adams Railroad, the stage connection from North Adams to Williamstown "&c." was finally removed from the schedule in 1882. Transportation between North Adams, Williamstown, and points west was provided by the Troy & Boston Railroad, which had connections for points in Vermont.

The final list of B&A stage connections in 1885 was: Wellesley to South Natick; Milford to Mendon, Hopedale, and Upton; Cordaville (in Southborough) to Hopkinton and Woodville; Worcester to Paxton, Leicester, and Shrewsbury; South Spencer to Spencer Village; West Warren to Ware; Palmer to Southbridge; Westfield to Granville; Russell to Blandford; and Chester to Otis.

Stage Connections Shown in Price, Lee's New England Railway Guide 1883 to 1886

The Price, Lee & Company *New England Railway Guide* was published monthly from 1880 until at least 1886. It included more extensive lists of stage connections with some Massachusetts railroads than the *Pathfinder* guides provided in the 1880s. The stage information in the issues available for this study is presented below.

Connecticut River Railroad. The May 1883 issue shows stage connections at Holyoke for South Hadley Falls, South Hadley, Mount Holyoke Female Seminary, and Granby; at Smith's Ferry for South Hadley and Mount Holyoke Female Seminary; at Northampton for Hadley, North Hadley, Amherst, Florence, Leeds, Haydenville, Williamsburg, and Westhampton; and at South Deerfield for Sunderland, Conway, and Ashfield. The same information appears in the available issues for 1884 through 1886.

Boston, Barre & Gardner Railroad. The May 1883 issue says that stages leave Jeffersons (in Holden) for Rutland and Coldbrook (now Coldbrook Springs, in Oakham) on arrival of the 1:45 PM train from Worcester; leave Princeton for Princeton Centre from all trains; leave Hubbardston for Hubbardston Centre from all trains; leave Gardner for Templeton and East Templeton from all trains; and leave Hubbardston for Barre on arrival of the 1:45 PM train from Worcester. Information is the same in the May 1884 issue and May 1885 issues, except that the Worcester departure time of the midday train changes. In the February 1886 issue, stage information for the BB&G is included with connections for the Fitchburg Railroad. The only changes are that Coldbrook is no longer listed, and the Princeton Centre stage extends to Mt. Wachusett in the summer. (The Central Massachusetts Railroad served Rutland and Coldbrook directly by then.)

Fitchburg Railroad. Of the issues available, only that of February 1886 includes information about stage connections for the Fitchburg Railroad. For the original Main Line and branches between Boston and Fitchburg, it shows stage connections at Stony Brook for Weston, Wayland, Sudbury, and South Sudbury; at Lincoln for Lincoln Centre; at South Acton for Stow and Acton Centre; at Littleton for Littleton Old Common and Littleton Centre; at North Leominster for Leominster Centre; and at Fitchburg for Lunenburg and in summers for Mt. Wachusett; at Hudson for Bolton and Berlin; at Townsend Centre for Brookline, New Hampshire; and at West Townsend for Ashby.

For the original Vermont & Massachusetts Railroad, the list shows stages at Westminster for Westminster Centre; at Gardner for Templeton, East Templeton, and Phillipston and for Gardner Centre, West Gardner and South Gardner; at Royalston for Royalston Centre; at Athol for Athol Centre, Petersham, and North Orange; at Orange for New Salem (specifically North New Salem, Millington, North Prescott, and Cooleyville), and Warwick; at Wendell for Wendell Centre and Lock's Village; at Montague for Montague Centre; and at Greenfield for Gill & Leyden.

For the original Troy & Greenfield and Troy & Boston Railroads, the list shows stages at Bardwell's for Conway and Shelburne; at Shelburne Falls for Jacksonville, Colrain (including the villages of Griswoldville and Shattuckville), Buckland, Heath, East Charlemont, Plainfield,

and Hawley; at Charlemont for West Hawley (in Hawley), Savoy Centre (in Savoy), and Adams; at Zoar for Rowe; at Hoosac Tunnel for Readsboro, Vermont; and at North Adams for Briggsville (in Clarksburg) and points in Vermont.

At this time, this is the furthest that the author has been able to take the story of railroad stage connections in Massachusetts.

APPENDIX D

SEGMENTS OF FORMER HORSE RAILROAD ROUTES SURVIVING IN BUS ROUTES IN 2020

INTRODUCTION

As detailed in the main body of this manuscript, the horse railroad era in Massachusetts spanned slightly less than one-half century, from the granting of the first charters in 1853 to the discontinuance of the last line in 1901. The majority of these horse railroad lines were replaced with electric trolley lines starting in 1889; some were never replaced, and a few were replaced after several years with no service.

By 1920, motorbuses were beginning to replace trolley lines. Most of the smaller trolley systems were abandoned or converted to bus by the early 1930s. After 1948, the Metropolitan Transit Authority (MTA) was the last remaining operator of trolley lines in Massachusetts. Its successor—the Massachusetts Bay Transportation Authority (MBTA) –was still operating a few former MTA trolley lines in 2020, but all but one had been upgraded to light rail.

Although nearly 120 years had passed since the last horsecar ran in Massachusetts, it was still possible to travel over many of the former horsecar routes on scheduled fixed-route transit services in 2020. The remainder of this appendix summarizes these survivors. A modern-day traveler would, however, see very few landmarks that existed along these routes during the horse railroad era. Roads have been widened or relocated, bridges and buildings replaced, and vacant lots developed. A few historic landmarks remain, but no attempt has been made in this work to provide an inventory of them.

It should be noted that most of the descriptions of route status in 2020 reflect conditions prior to service reductions implemented during the COVID-19 pandemic. In May 2022, the MBTA unveiled a proposed systemwide redesign of its bus network. Some of the proposed changes, if implemented, would eliminate operation over segments of former horsecar routes on which buses were running in 2020.

WEST END STREET RAILWAY

As detailed in the main body of this manuscript, the horse railroad network of the West End Street Railway consisted almost entirely of lines built by older companies and taken over by the West End in 1887. The West End itself built a few extensions of these lines before starting to build electric lines in 1889. Former West End horsecar routes surviving in 2020 as bus routes are discussed below by original company.

The network acquired by the West End included many line segments in downtown Boston, as described in the main body of the manuscript. A large percentage of these segments were built not so much to serve demand on the streets they ran on as to disperse horsecar traffic to reduce congestion. Most of the downtown horsecar lines got electrified in the 1890s but were abandoned in the 1920s, after being used mostly in late-night routings during their final years.

In 2020, as had been the case for many years, few MBTA bus routes ran into downtown Boston. Some of these operated on streets that once had horsecar lines, but they were not all

parts of unbroken chains of succession. The discussion below omits most horsecar lines in downtown Boston that are not followed by present-day bus routes.

Cambridge Railroad

The original 1856 main line of the Cambridge Railroad ran from Bowdoin Square in Boston via Cambridge Street in Boston, the West Boston Bridge, and Main Street and the present Massachusetts Avenue in Cambridge to Harvard Square. From Harvard Square, it had two branches. One ran to Porter Square via the present Massachusetts Avenue, and the other ran to the border of Watertown at Mount Auburn Cemetery via Brattle Street.

In 2020, there was no fixed-route transit service on Cambridge Street between Bowdoin Square and Charles Street in Boston. The heavy rail rapid transit Red Line crossed the Charles River in the median of the Longfellow Bridge, approximately on the former alignment of the West Boston Bridge, but there was no local bus service on the bridge. In Cambridge, the Red Line ran under Main Street and Massachusetts Avenue from a portal east of Kendall Square to Harvard Square. The only MBTA bus service on Main Street was on the segment between Third Street and Ames Street, included westbound in loops on Routes 64, 68, and 85, and between Ames and Vassar Streets, included in Route CT2. MBTA bus Route 1 ran on Massachusetts Avenue in both directions between Main Street and Quincy Street, and westbound between Quincy Street and Harvard Square.

The segments of MBTA bus Routes 77 and 96 between Harvard Square and Porter Square ran through a tunnel under Massachusetts Avenue from Harvard Station to a portal north of Garden Street, but ran on Massachusetts Avenue for the rest of the way. Westbound Route 86 buses ran on Massachusetts Avenue between Garden Street and Harvard Square. The Red Line subway ran under Massachusetts Avenue between Harvard and Porter Stations.

Narrow sections of Brattle Street presented operating problems even in horsecar days. Consequently, when the West End Street Railway electrified the Cambridge Railroad's Mount Auburn Branch, it used Mount Auburn Street instead of Brattle Street. There has been no transit service on Brattle Street since then, except for an experimental MBTA bus route that ran from July 1974 to September 1975. A horsecar variation of the Mount Auburn route opened in 1863 on Garden Street, Concord Avenue, and Craigie Street was intended mostly to reduce congestion on Brattle Street. In 2020, the segments on Garden Street and Concord Avenue were included in MBTA bus Routes 72, 74, 75, and 78 (westbound-only south of Waterhouse Street). The Craigie Street segment did not get electrified and had no transit service in 2020.

In 1857, the Waltham and Watertown Railroad built an extension of the Mount Auburn Branch from Mount Auburn to Watertown Square via Mount Auburn Street. In 1881, it was extended to Newton Corner via Galen and Centre Streets. In 2020, the line on Mount Auburn Street was part of MBTA trackless trolley Route 71. In 2020, MBTA bus routes 52, 57, 502, and 504 included most of the Newton Corner extension but did not cross the bridge over the Charles River at Watertown Square.

An 1859 extension of the Cambridge Railroad Porter Square branch ran on Massachusetts Avenue to the border of West Cambridge (Arlington), where it met the West Cambridge Railroad, which continued on Massachusetts Avenue to West Cambridge Center. In 2020, MBTA bus Route 77 used all of this section of Massachusetts Avenue. Routes 79 and 350 also used the segment between Alewife Brook Parkway and Arlington Center, and Route 83 used the segment between Porter Square and Rindge Avenue.

A Cambridge Railroad branch opened in 1858 ran on River Street from Central Square to the border of Allston, where it met the Newton Railroad. The latter originally ran via Cambridge and Washington Streets to Oak Square in Brighton. In 1862, it was extended via Tremont, Park, and Centre Streets to Newton Corner, but it was cut back to Oak Square again ten years later.

In 2020, MBTA bus Route 64 included the segment of the Newton Railroad from the border of Cambridge to Union Square in Allston, and Route 57 included the segment from Union Square to Oak Square and Newton Corner. Routes 501 and 503 also included the segment from Brighton Center to Newton Corner. River Street in Cambridge was one-way eastbound only. It was used by Route 70 from the border of Allston to Central Square, and by Route 64 from the border to Putnam Avenue.

An alternate route of the Cambridge Railroad between Boston and Harvard Square, built in 1859 and 1860, ran from Scollay Square through the West End, across the Craigie Bridge (later the alignment of the old Charles River Dam), Somerville Avenue (now part of the O'Brien Highway), and Cambridge Street in Cambridge.

In 2020, the MBTA Green Line East Cambridge Viaduct (out of service for construction) ran slightly northeast of the dam and the O'Brien Highway from the Boston edge of the river to Lechmere Square. Replacement bus service used the surface road. MBTA bus Route 69 served Cambridge Street between Third Street and Felton Street in both directions and also between Peabody Street and Felton Street eastbound.

A third alternate route between Boston and Harvard Square, opened in 1863, used Broadway between Main Street at Third Street and Cambridge Street near Harvard Square. In 2020, MBTA bus Route 68 used all of this part of Broadway eastbound and from Ames Street to Quincy Street westbound. Route 64 also used Broadway from Prospect Street to Third Street eastbound and from Ames Street to Prospect Street westbound.

A Cambridge Railroad branch authorized in 1871 ran on Pearl Street from Central Square to Putnam Avenue and was connected in 1877 with a branch on Putnam Avenue from River Street to Pearl Street. In 2020, Pearl Street was one-way southbound, but MBTA bus Route 47 used it on trips going from Cambridge to Boston. MBTA Route 64 used Putnam Avenue eastbound-only between River Street and Magazine Street.

A Cambridge Railroad branch built in 1873 ran on Prospect Street between Cambridge Street and Central Square. In 2020, MBTA bus Route 91 used the entire segment. Route 83 used it from Central Square to Hampshire Street, and Route 64 used it from Central Square to Broadway.

A Cambridge Railroad branch built in 1881 ran from Central Square to Brighton Center on Western Avenue and Market Street. A branch opened at the same time ran from Harvard Square via North Harvard Street to Barry's Corner at Western Avenue. The North Harvard Street line was abandoned without being electrified, but the Boston Elevated restored service on it as a bus route in 1925.

In 2020, the segment of Western Avenue in Cambridge was used westbound-only by Routes 64 and 70. Route 70 continued on Western Avenue to Market Street. Route 86, with a slight detour near Harvard Square, served North Harvard Street, Western Avenue from Barry's Corner to Market Street, and Market Street to Brighton Center.

From 1858 to 1866, and again starting in 1874, the Cambridge Railroad had a branch on Third Street in Cambridge between Main Street and Somerville Avenue. This line was never

electrified except for the short segment between Cambridge Street and Somerville Avenue (O'Brien Highway), which was used by bus Route 69 in 2020. The only other segment of Third Street that ever had bus service was between Main Street and Munroe Street, as part of an industrial loop route started in 1934.

Charles River Street Railway

The Charles River Street Railway was the last horse railroad organized in the immediate vicinity of Boston. It was intended both to supplement and to compete with the Cambridge Railroad and was able to obtain approval from Cambridge and Boston city officials to run its cars over some track segments of other companies. This section discusses the Charles River Street Railway's owned lines.

The first three segments the Charles River Street Railway built opened in 1882. They ran from Porter Square in Cambridge via Beacon and Hampshire Streets to Broadway, west of Kendall Square; on Kirkland Street from Massachusetts Avenue to Beacon Street; and from Lafayette Square (Massachusetts Avenue at Main Street) via Columbia, Hampshire, and Springfield Streets, Concord Avenue, Newton Street, Webster Avenue, and Summer Street to Putnam Street northwest of Union Square in Somerville. The Summer Street line was extended to Central Street in the Spring Hill neighborhood in 1886.

In 2020, MBTA bus Route 83 used the segments of the Charles River Street Railway line on Beacon and Hampshire Streets between Park and Prospect Streets. There was no longer service on Beacon Street west of Park Street, on Hampshire Street between Prospect and Columbia Streets, or on Springfield Street, Concord Avenue, and Newton Street between Hampshire Street and Webster Avenue. Routes 85 and CT2 used Hampshire Street between Columbia Street and Broadway. Route 85 also used Webster Avenue and Summer Street between Newton Street and Central Street, but west of School Street, Summer Street was used westbound only. The track on Columbia Street was abandoned soon after the Charles River Street Railway was merged into the Cambridge Railroad. It has not had transit service since then, except for a brief revival as a bus route in 1932.

The line on Kirkland Street was abandoned in the 1890s without having been electrified. The Boston Elevated reinstated service on Kirkland Street as a bus route in 1925. In 2020, the segment between Beacon and Quincy Streets was part of MBTA bus Route 86.

In 1883, the Charles River Street Railway opened an extension from Massachusetts Avenue near Lafayette Square via Brookline Street, the bridge over the Charles River, and Essex Street in Allston to Cottage Farm Station on the Boston and Albany Railroad. The present B.U. Bridge replaced the previous bridge across the river in 1928. In 2020, MBTA bus Route 47 used Brookline Street northbound between Granite and Green Streets, and in both directions between Granite Street and the traffic circle at the north end of the B.U. Bridge.

In 1884, the Charles River Street Railway opened a route between Harvard and Central Squares via Mount Auburn Street, Putnam Avenue, and Green Street. This was only one block south of the Cambridge Railway's main line on Massachusetts Avenue, and it was abandoned soon after the two companies merged. The segments on Putnam Avenue and Green Street never had transit service again, but present one-way street patterns require MBTA bus Route 1 to use the segment on Mount Auburn Street between Bow Street and Putnam Avenue.

In 1885, the Charles River Street Railway opened a line on Webster Avenue between Hampshire Street in Cambridge and Newton Street in Somerville. Only the section north of

Cambridge Street was later electrified. The Boston Elevated reinstated service on Webster Avenue between Hampshire and Cambridge Streets as part of a bus route in 1930.

In 2020, MBTA bus routes 85 and CT2 used the part of the 1885 Webster Avenue route between Cambridge and Newton Streets, but there was no longer transit service on Webster Avenue south of Cambridge Street.

Middlesex Railroad

The original main line of the Middlesex Railroad, opened in 1857, ran from Haymarket Square in downtown Boston to Sullivan Square (Main Street at Alford Street) in Charlestown. Within Charlestown, the route was mostly on Main Street, but between City Square and Austin Street, northbound cars used Park and Warren Streets and only southbound cars used Main Street. Southbound cars entered Boston Proper via the Warren Bridge and followed Beverly Street and Charlestown (now North Washington) Street to Haymarket. Northbound cars used North Washington Street and the Charles River Bridge.

The Warren Bridge was about on the line of the present Charles River Dam, which includes a pedestrian walkway but no vehicle crossing. The Charles River Bridge was on the line of the North Washington Street Bridge, which was in process of being replaced in 2020. Within Charlestown, MBTA bus Route 92 followed most of the alignment of the Middlesex Railroad main line in 2020. Because of changes in street layout and traffic direction, the northbound route bypassed Park Street, using Chelsea Street to Warren Street. City Square Park had replaced the southern end of Main Street, requiring southbound buses to use the roadway along the northwest side of the park and Chelsea Street to reach the North Washington Street Bridge. In Boston Proper, Route 92 used North Washington Street in both directions, and there was no transit service on Beverly Street.

At Sullivan Square, the Middlesex Railroad had two branches to the border of Somerville, used in conjunction with the Somerville Horse Railroad, discussed below. One branch ran on Broadway and the other on Cambridge Street. In 2020, there was no longer a road on the historic alignment of Broadway in Charlestown. MBTA bus Routes 86, 91, and CT2 used Cambridge Street between the border of Somerville and the driveway to the rapid transit Orange Line Sullivan Square Station. There was no transit service on the section of Cambridge Street between the station and Main Street.

In 1858, the Middlesex Railroad opened a branch from City Square via Chelsea Street and Bunker Hill Street about to the present Sackville Street in Charlestown. In 2020, MBTA bus Route 93 used this segment of Chelsea Street northbound, connecting to Bunker Hill Street via Vine Street, and continuing on the rest of Bunker Hill Street covered by the Middlesex branch. Southbound Route 93 buses used Bunker Hill Street as far as Lowney Way, over which they continued. The segment of Bunker Hill Street between Lowney Way and Chelsea Street no longer had a road.

In 1881, the Middlesex added a branch in Charlestown on Medford Street between Chelsea Street and Main Street south of Sullivan Square. The south end connected with the Bunker Hill Branch via tracks on Chelsea Street originally used by the Boston and Chelsea Railroad. The Medford Street branch was abandoned in the 1890s without having been electrified. Parallel trolley service on Bunker Hill Street was extended to Sullivan Square, and bus Route 93 includes that extension. The MBTA ran buses on Medford Street from 1971 to 1974 and briefly in 1976.

Other extensions of the Middlesex Railroad are best understood after discussion of lines of other companies that became part of the Middlesex system.

The ***Malden and Melrose Railroad*** opened in 1858. It extended from a connection with the Middlesex Railroad at Sullivan Square via the present alignment of Alford Street into Everett, continuing on Broadway and Main Street to Malden Square, and west on Pleasant Street to Malden Centre. This company never built any other lines, but was the lessee of the Middlesex and other companies in that system from 1858 to 1862.

In Everett, Broadway and Main Street are now connected by the Sweetser Circle rotary instead of connecting directly. In 2020, MBTA bus routes 104, 105, and 109 all followed the Malden and Melrose alignment between Sullivan Square and Sweetser Circle. Route 106 covered the entire segment on Main Street between Sweetser Circle and Pleasant Street. Routes 97, 99, and 105 included sub-segments of Main Street. There was no transit service on Pleasant Street, which had only recently been reconnected through to Malden Centre after being broken since the 1970s by the Malden City Hall site.

The ***Somerville Horse Railroad*** originally had two lines, both opened in 1858. The main line ran from a connection with the Middlesex Railroad on the border of Charlestown via what is now Washington Street to Union Square in Somerville, continuing on what are now Somerville Avenue and Elm Street to Davis Square. The other line ran from another connection with the Middlesex on the border of Charlestown via Broadway to Winter Hill. In 1860, the Medford and Charlestown Railroad took over the Winter Hill branch and extended it to Medford Square via Main Street. The segment from Winter Hill to Medford Square was abandoned in 1873, but it was replaced by the Middlesex Railroad in 1885.

In 1863, the Somerville Horse Railroad began construction of a connection from its original main line at Union Square via Somerville Avenue to a connection with the Cambridge Railroad on Cambridge Street in East Cambridge. Upon completion in 1864, this extension and the line between Union Square and Davis Square were leased to the Union Railway, lessee of the Cambridge Railroad. In 1881, this line was extended from Davis Square via Holland Street to Broadway.

In 2020, MBTA bus Routes 86, 91, and CT2 followed the former Somerville Horse Railroad route on Washington Street in Somerville from the border of Charlestown as far as Prospect Street in Somerville, but there was no longer a road on the segment of Washington Street between Prospect Street and Union Square. MBTA Route 101 followed the former Winter Hill branch and Medford and Charlestown Railroad on Broadway and Main Street from the border of Charlestown to Medford Square. Routes 89, 90, and 96 also covered sub-segments of this route.

Route 87 followed the former Somerville Horse Railroad/Cambridge Railroad route between East Cambridge and Davis Square. Routes 87 and 88 also included the Holland Street extension west of Davis Square. (The eastern half of Somerville Avenue had been reconfigured as the McGrath Highway in Somerville and the O'Brien Highway in Cambridge.) Parts of the horsecar route were also included in bus Routes 80, 83, and 88.

The short-lived Cliftdale Railroad, which opened in 1861, ran from the Malden and Melrose Railroad on Main Street in Everett via School Street to Broadway, which it followed through Everett, Malden, and Melrose into Saugus. It then ran on a private right-of-way through woods to Cliftdale Station on the Eastern Railroad Saugus Branch, and on Eustis and Essex

Streets and Lincoln Avenue to East Saugus. It was dismantled in 1864 except for the segment on School Street in Everett.

Horsecar service was later reestablished on Broadway between School and Ferry Streets in Everett and on Essex Street and Lincoln Avenue in Saugus, and these segments were later electrified. Trolley service not directly replacing horsecars was established on Broadway between Ferry Street in Everett and Eastern Avenue in Malden, and also in Malden between Salem Street and the border of Melrose.

In 2020, MBTA bus Route 109 followed the former Cliftondale Railroad alignment between Ferry Street and Eastern Avenue. Route 430 included the segment between Salem Street and the border of Melrose, and the segment from there to Robins Road on which no horsecar or trolley service was restored. Routes 426 and 428 included the segment on Lincoln Avenue in Saugus; Routes 429 and 430 included the segment on Essex Street.

Other than extensions within Boston Proper, the Middlesex Railroad itself built no other lines during the 1860s and 1870s. As noted above, a branch on Medford Street in Charlestown was built in 1881, and the abandoned line from Winter Hill to Medford Square was revived in 1885.

In 1882, the Middlesex built a branch in Everett from Broadway via Chelsea Street to Ferry Street. In 1884, this line was extended via Ferry and Elm Streets to Woodlawn Cemetery. In 2020, MBTA bus Route 110 included the line from Everett Square to Woodlawn.

In 1882, the Middlesex built an extension from the end of the Malden and Melrose Railroad line at Malden Center via Pleasant Street to the border of Medford. It was further extended via Salem Street to Medford Square in 1883. In 2020, the entire route from Malden Center to Medford Square was part of MBTA bus Route 101.

In 1886, the Middlesex built a line from Malden Square via Ferry Street in Malden and Everett to a connection with the Woodlawn line at Elm Street. In 2020, MBTA bus Route 104 used Ferry Street between Centre Street in Malden and Broadway in Everett, but there was no transit service on Ferry Street between Broadway and Elm Street or north of Centre Street.

A less well-documented alternate route variation built in the 1880s ran from Everett Square via Chelsea, Buckman (now Bucknam), and Belmont Streets to Main Street, on the border of Everett and Malden. Trolley service on this line was discontinued in 1917. Private-carrier bus service was established on Buckman Street in the 1920s, but in 2020 there was no transit service there.

Effective August 21, 1886, the Middlesex Railroad was merged with the Highland Street Railway, forming the ***Boston Consolidated Street Railway***. During its brief existence, the Boston Consolidated made a few more additions to the former Middlesex network. During 1887, a branch was built from Medford Square to West Medford via High Street. Later in 1887, lines were built in Somerville on Medford Street and Highland Avenue to Central Street; on Cross Street from Medford Street to Broadway; and on Pearl and Medford Streets to Central Street. In 1888, the West End Street Railway extended the Highland Avenue line from Central Street to Elm Street, and the Medford Street line to Broadway.

In 2020, MBTA bus Routes 94, 95, and 326 all used High Street between Medford Square and West Medford. MBTA bus Routes 88 and 90 both used Highland Avenue and Medford Street between Davis Square and Cross Street. Route 88 also used Medford Street between Cross Street and Cambridge Street. Route 90 also used Cross Street between Medford Street and Broadway. Route 80 used Medford Street and Pearl Street between Broadway and Cross Street.

Broadway Railroad/South Boston Railroad

The first route of the Broadway Railroad, completed in 1859, ran from P Street in South Boston via East Fourth and K Streets, East Broadway, West Broadway, Dorchester Avenue, and Federal Street to downtown Boston, with a loop on Kneeland, South and Summer Streets back to Federal Street. The section of Federal Street used in the original Broadway Railroad route ran diagonally across the site of the present approach tracks to South Station; it was discontinued in conjunction with construction of the station.

In 2020, there was no longer transit service on East Fourth Street. MBTA bus Route 9 used East Broadway, one block farther north, from P Street to K Street, continuing on East and West Broadway to Dorchester Avenue. Route 10 also used East Broadway between P Street and Dorchester Street. Outbound, Route 11 trips ran on Dorchester Avenue for one block between West Second Street and Broadway.

In 1861, the downtown Boston routing of the Broadway Railroad was changed to Beach Street from Federal Street to the line of the Metropolitan Railroad on Washington Street. In 2020, there was no bus service on Beach Street, which itself was discontinued east of the present line of Atlantic Avenue as part of the South Station construction project.

The Broadway Railroad's Bay View line opened in 1866. As originally configured, it started at K Street and Broadway and followed K, East Eighth, West Eighth, E, and West Sixth Streets to Dorchester Avenue, and used the track of the Dorchester Railway to reach the Broadway's original route at West Broadway. A variation used C and West Fourth Streets between West Sixth Street and Dorchester Avenue.

In 2020, MBTA bus Route 11 used segments of the original Bay View line alignment on East Eighth Street from K Street to Dorchester Street, on West Sixth Street between E and D Streets, and on Dorchester Avenue northbound between West Sixth Street and Broadway. The rest of the original route had no transit service, and West Sixth Street west of D Street had been replaced by the access drive to a public housing project.

In 1868, the Broadway Railroad was renamed the South Boston Railroad.

In 1871, the City authorized the South Boston Railroad to build a route variation from Broadway at Dorchester Street via Dorchester, East Third, and Emerson Streets to East Fourth Street. There was no transit service on this alignment in 2020.

In 1875, the South Boston Railroad extended the Bay View Line via a new track on East Sixth Street between K and P Streets. At the same time, a connecting track was built on P Street between East Sixth and East Fourth Streets. A new carhouse identified as South Point was built on East Sixth Street between O and P Streets in 1877. In 2020, there was no transit service on East Sixth Street.

Another significant addition in 1875 was a new downtown routing, from Beach Street via Kingston, Summer, Washington, and Milk Streets to Hawley Street, returning to Summer Street via Hawley. In 1877, the segment on Kingston Street, owned by the Metropolitan Railroad, was changed to Chauncy Street and Harrison Avenue. In 2020, the only part of this route with surface transit service was Chauncy Street between Bedford and Essex Streets, included in MBTA bus Route 11 inbound.

In 1879, the South Boston Railroad began running service from City Point to Park Square, using new tracks from Dorchester Avenue to Harrison Avenue via West Fourth and Dover

Streets, and tracks of the Metropolitan Railroad on Dover and Berkeley Streets and Columbus Avenue between Harrison Avenue and Park Square. In 2020, westbound trips on MBTA bus Route 9 used the part of this alignment from Dorchester Avenue to Berkeley Street at Columbus Avenue.

In 1880, the South Boston Railroad built a line on P Street from East Fourth Street to East First Street. A new carhouse called North Point opened on Second Street on the east side of P Street on this extension in October 1880.

In 2020, P Street was one-way southbound. MBTA bus Route 11 inbound traveled the full length of P Street, which had had horsecar tracks between East First and East Sixth Streets. Routes 7, 9, and 10 inbound used P Street between East First Street and East Broadway.

In 1887, the South Boston Railroad opened a new route to Boston Proper from Dorchester Avenue via the Broadway Bridge over Fort Point Channel and Broadway to Washington Street. Cars continued into downtown Boston on tracks of the Metropolitan Railroad.

In 2020, the Broadway Bridge, used by MBTA bus Route 9 eastbound, was on a different alignment than the bridge was on in 1887. Highway construction and redevelopment had obliterated the former alignment of Broadway between the bridge and Washington Street.

The final addition to the South Boston Railroad as an independent company was a line on Dorchester Street between Broadway and East Eighth Street, opened in the summer of 1887. The West End Street Railway extended this line on Dorchester Street to Dorchester Avenue in 1888.

In 2020, MBTA bus Route 10 included the full length of this line between Broadway and Dorchester Avenue. Route 11 used it in both directions between West Seventh and West Eighth Streets and inbound between West Seventh and West Sixth Streets.

Metropolitan Railroad

The first route of the Metropolitan Railroad opened in 1856 from Eliot Square (Roxbury Street at Centre Street) in Roxbury to the Granary Burying Ground in downtown Boston. The inbound route was on Bartlett, Washington, Dover, and Tremont Streets. The outbound route ran on Tremont, Boylston, and Washington Streets and Roxbury Street, part of which has now been replaced by Malcolm X Boulevard. The Bartlett Street segment was relocated to Dudley Street by 1865.

In 2020, MBTA Silver Line Route SL5 ran on Washington Street between Dudley and Boylston Streets. Route 9 used East Berkeley (formerly Dover) Street westbound between Washington and Tremont Streets. Route 43 used Tremont Street southbound between Park Street and Charles Street South, and in both directions between Charles Street South and East Berkeley Street. (Tremont Street has been relocated around Eliot Norton Park north of Charles Street South.) Several bus routes used shorter segments of Tremont Street or Washington Street.

Bus Routes 14 and 41 used the loop between Washington Street and Eliot Square. Several other routes used the Malcolm X Boulevard segment. There was no transit service on Boylston Street between Tremont and Washington Streets or on Tremont Street north of Park Street, but the Green Line light rail subway ran under Tremont Street.

The Metropolitan initially also had a branch in Roxbury, running from Washington Street via Eustis, Dearborn, and Dudley Streets to the border of Dorchester near Shirley Street. In 2020, MBTA bus Routes 15 and 41 included the segment of Dudley Street between Dearborn Street

and the former Dorchester border, and Route 45 overlapped part of this segment. There was no transit service on Eustis or Dearborn Streets.

The Metropolitan also had a branch in Roxbury on Warren Street to Walnut Avenue, discussed further below.

In 1857, in conjunction with construction of the ***West Roxbury Railroad***, the Metropolitan built an extension from Dover Street over Tremont Street, Columbus Avenue, and Centre Street to the border of West Roxbury at Day Street. The West Roxbury Railroad was completed in 1858, and the Metropolitan operated it. This line continued on Centre and South Streets in West Roxbury to Jamaica Street. It originally continued on South Street to Forest Hills, but that segment was abandoned after only a few years. The Metropolitan bought the West Roxbury Railroad in 1862.

In 2020, MBTA bus Route 43 included the Tremont Street segment of this route between East Berkeley (Dover) Street and Ruggles Street. Routes 15, 22, 23, 28, 44, and 45 all included the segment of Tremont Street between Ruggles Street and Roxbury Crossing. Present-day Columbus Avenue has been relocated farther west than the horsecar alignment, and the segment of Centre Street between Heath Street and Jackson Square has been discontinued. In 2020, MBTA bus Route 41 included the segment of Centre Street between Jackson Square and South Street. Route 39 also included Centre Street between South Huntington Avenue and South Street, as well as South Street between Centre Street and Forest Hills, as did Route 38.

In 1859, the Metropolitan built a short extension in Roxbury from Dudley Street over the present Washington Street to the present Oakland Street. This line is discussed further below.

In 1860, the Metropolitan began building a loop in downtown Boston from the original end of track via Tremont Street, Cornhill, and Washington Street back to the original southbound route at Boylston Street. In 2020, there was no longer a road on the Cornhill alignment. The only surface transit on the rest of the loop was that of Route SL5 northbound between Boylston Street and Temple Place.

Also in 1860 under the ***Brookline Railroad*** franchise it had acquired, the Metropolitan built a branch from Roxbury Crossing to Brookline Village. It ran on the present Tremont Street and Huntington Avenue in Boston and Washington Street in Brookline to the Brookline Village railroad station. In 2020, MBTA bus Route 66 included this entire branch, and Route 39 and the E Branch of the light rail Green Line overlapped it between Brigham Circle and South Huntington Avenue.

In 1861, the Metropolitan extended the branch on Warren Street in Roxbury from Walnut Avenue to the border of Dorchester east of the present Blue Hill Avenue. This connected with the newly built ***Dorchester and Roxbury Railroad***, which ran on Washington Street in Dorchester to Norfolk Street. The Metropolitan operated the Dorchester and Roxbury.

In 2020, MBTA bus Route 23 included the full length of the lines from Norfolk Street in Dorchester to Washington Street in Roxbury. Routes 14, 19, and 28 used Warren Street north of Grove Hall.

Also in 1861, the Metropolitan built an alternate route for northbound cars between the South End and downtown Boston. From Washington Street, this line ran on Dover Street, Harrison Avenue, and Essex Street back to Washington Street. In 1869, the Metropolitan was authorized to extend the Harrison Avenue line from Dover Street south to Eustis Street in Roxbury, but it did not do so until 1872. The latter line was used inbound only, with cars diverging from

Harrison Avenue over Dover and Albany Streets to Beach Street at Kingston Street; it was used only intermittently. In January 1887, it was reported that a petition had been filed with the City of Boston asking that either the Metropolitan be compelled to operate service on its tracks on Harrison Avenue, or that another company be permitted to use them. The outcome is not clear, but the Harrison Avenue segments were eventually electrified. The track on Albany Street was abandoned before the end of the horsecar era.

In 2020, MBTA bus Route 8 used Harrison Avenue southbound-only, from Malden Street to Melnea Cass Boulevard. Routes 10, 47, and CT3 also used shorter segments of this part of Harrison Avenue. There was no transit service on Harrison Avenue north of Malden Street. Route 9 eastbound ran on Albany Street between Herald and Traveler Streets.

In 1863, the Metropolitan bought all the property of the ***Dorchester Railway*** and the ***Dorchester Extension Railway***. The Dorchester Railway, originally the Dorchester Avenue Railroad, was completed in 1858. It ran from Centre Street in Dorchester (east of the present Shawmut Station location) via Dorchester Avenue, Sea Street (later included in Federal Street but discontinued to make way for South Station), and Broad Street to State Street (the section of Broad Street between Summer Street and Rowes Wharf was renamed Atlantic Avenue in 1874). The Dorchester Extension Railway, completed in 1859, ran from the end of the Dorchester Railway at Centre Street via Dorchester Avenue to Richmond Street in Dorchester Lower Mills.

In 1866, the City ordered the abandonment of the segment of the original route of the Dorchester Avenue Railroad between Summer Street and State Street on what are now Atlantic Avenue and Broad Street. The Metropolitan Railroad later restored service over part of the abandoned line.

In 2020, MBTA bus Routes 27, 217, and 240 all used the section of Dorchester Avenue between Richmond Street and Ashmont Station, and Routes 21 and 215 used this segment north of Gallivan Boulevard. Route 18 used Dorchester Avenue between Ashmont Station and Andrew Station. The rapid transit Red Line ran mostly under Dorchester Avenue between Andrew Station and Broadway Station. There was no surface transit service on most of this segment, but inbound Route 11 buses used Dorchester Avenue between West Seventh and West Fourth Streets and outbound Route 11 buses used Dorchester Avenue between West Second Street and West Broadway. Inbound Route 9 buses used Dorchester Avenue between O'Flaherty Way and Foundry Street.

The section of Federal Street that the Dorchester Railway used was discontinued because of the construction of South Station. The southern end of Broad Street became part of Atlantic Avenue. In 2020, Route 4 buses going toward North Station used Atlantic Avenue between Summer Street and the former intersection with Broad Street, but the two roads no longer connected. There was no transit service on Broad Street.

In 1860, the Dorchester Railway and the Dorchester Extension Railway built a branch from Dorchester Avenue at the present Andrew Square via the present Boston Street, Columbia Road, and Hancock and Bowdoin Streets to Washington Street in Dorchester. The segments north of Stoughton Street and south of Geneva Avenue were abandoned before the end of the horsecar era, but service on both segments was later reinstated as trolley lines.

In 2020, MBTA bus Route 17 covered this route between Andrew Station and Geneva Avenue. Shorter segments were included in Routes 15 and 16. There was no transit service on Bowdoin Street between Geneva Avenue and Washington Street.

In 1864, the Metropolitan bought all the road and equipment of the ***Suffolk Railroad***. This company had routes in Boston Proper and in East Boston, connected by the East Boston ferries.

The Suffolk Railroad began operating in 1860. In Boston Proper, its route was a loop line from the People's Ferry at Battery Wharf to Scollay Square via Commercial and Hanover Streets, returning via North Street with some side diversions. The routing was slightly revised several times in subsequent years. The North Street segment and its variations were all abandoned before the end of the horsecar era, in favor of two-way operation on Hanover Street.

In East Boston, the Suffolk initially had routes to Maverick Square from the People's Ferry via Border and Sumner Streets, and from the East Boston Ferry via Lewis Street. A line from Maverick Square ran on Meridian Street to Eutaw Street, where a carhouse was located. The Metropolitan later extended the Meridian Street line into Chelsea.

In 2020, there was no transit service on most of the streets used in the original downtown Boston routing of the Suffolk Railroad. In East Boston, MBTA bus Routes 114, 116, and 117 used Meridian Street between Maverick Square and the Chelsea River. Routes 120 and 121 used shorter sections of Meridian Street. There was no transit service on the segment of Sumner Street included in the original Suffolk route. There were no longer roads on the alignments of Border Street south of Sumner Street or Lewis Street between Marginal Street and Sumner Street, and the rest of Lewis Street had no transit service.

In 1862, the Suffolk was authorized to extend service south of Scollay Square via a loop on tracks of the Metropolitan railroad on Washington, Boylston, and Tremont Streets. In 1863, the Suffolk built a branch from this loop from Tremont Street on Boylston Street and through Park Square to the Boston & Providence Railroad terminal. In 2020, the Green Line light rail subway ran under this section of Boylston Street, but there was no surface transit on it.

The Metropolitan extended the Boylston Street line from Charles Street to Berkeley Street in 1868. In 2020, this segment of Boylston Street was one-way eastbound. Bus Route 55 used it between Berkeley and Charles Streets, and Route 9 used it between Berkeley and Arlington Streets.

In 1865, the Metropolitan extended the branch on Washington Street in Roxbury from Oakland Street to the border of West Roxbury at Egleston Square. There it met the newly opened ***Dedham and West Roxbury Railroad***, which continued on Washington Street to Forest Hills. This company had a further extension to Roslindale under construction, but it does not appear ever to have been completed. Street railway service south of Forest Hills did not begin until the trolley era.

In 1864, the Metropolitan was authorized to build a branch on Charles Street from Boylston Street to a connection with the Cambridge Railroad on Cambridge Street. However, this line was not actually built until 1872. In December 1872, the Metropolitan was authorized to extend this line farther on Charles Street between Cambridge Street and Leverett Street, but it does not appear to have been built until much later. In 2020, MBTA bus Routes 43 and 55 used Charles Street northbound between Boylston and Beacon Streets, but there was no transit service farther north on Charles Street.

In 1870, the Metropolitan built a branch from Tremont Street at Dover Street via Berkeley, Boylston, Clarendon, and Marlborough Streets to Parker Street (now discontinued) east of the present Massachusetts Avenue, with a spur on Gloucester Street to Beacon Street. The segment on Marlborough Street became part of the last horsecar line in Boston, abandoned December 24,

1900, and never replaced. In 2020, MBTA bus Route 9 ran northbound on the segment of Berkeley Street between Tremont Street and St. James Avenue. Routes 9 and 55 ran eastbound on Boylston Street between Clarendon and Berkeley Streets. There was no transit service on Clarendon Street north of Boylston Street.

In 1873, the Metropolitan extended the Mount Pleasant line from the former border of Roxbury and Dorchester on what is now Dudley Street to Uphams Corner. This allowed cars on the former Dorchester Railway Meetinghouse Hill branch to be rerouted via Mount Pleasant, and led to subsequent abandonment of the line on Boston Street between Andrew Square and Uphams Corner. In 2020, MBTA bus Routes 15 and 41 included the line of the 1873 extension.

In 1875, the Metropolitan built a line on Columbus Avenue between Berkeley Street and Park Square to serve the relocated Boston & Providence Railroad terminal. In 2020, there was no transit service on this segment of Columbus Avenue.

In 1876, the Metropolitan built a line on the abandoned segment of the Dorchester Railroad on Atlantic Avenue from Summer Street to Rowes Wharf to serve the ferry terminal of the Boston, Revere Beach and Lynn Railroad. At the same time, the Metropolitan opened a line from Rowes Wharf to Washington Street via High, Oliver, and Franklin Streets. To relieve congestion on the latter branch, in 1880, the Metropolitan built a parallel line from Post Office Square to Rowes Wharf via Milk, Oliver, Franklin, and Broad Streets. The Broad Street segment restored service over another part of the former Broadway Railroad line.

The Atlantic Avenue segment was later electrified, but the two lines running west from Rowes Wharf were not except for short segments used for turnbacks. In 2020, MBTA bus Route 4 northbound included the segment of Atlantic Avenue between Summer Street and Rowes Wharf. There was no transit service along the other two lines.

In July 1877, the Metropolitan opened a branch on Lexington Street in East Boston, from Meridian Street to Prescott Street. In 2020, MBTA bus Route 121 included this segment

About 1878, the Metropolitan extended service on the Meridian Street line in East Boston to Bellingham Square in Chelsea. In December 1879, the Metropolitan began operating service to Chelsea from the North Ferry terminal using Liverpool Street between Sumner Street and Central Square in East Boston. In 2020, MBTA bus Routes 114, 116, and 117 all ran between Maverick Square and Bellingham Square via Meridian Street. There was no transit service on Liverpool Street.

In October 1879, the Metropolitan opened a line on West Chester Park (Massachusetts Avenue) between Marlborough Street and Columbus Avenue. In 2020, MBTA bus Route 1 included this segment

In 1880, the Metropolitan built a connection from Uphams Corner to Dorchester Avenue via Stoughton and Pleasant Streets and Savin Hill Avenue. This extension no longer had transit service in 2020.

In May 1881, the Metropolitan began operating service on Dartmouth Street between Tremont Street and Huntington Avenue. At about the same time, service was extended on Dartmouth Street to Marlborough Street. In 2020, MBTA bus Route 10 westbound ran on the segment of Dartmouth Street between Tremont Street and Huntington Avenue. The segment on Dartmouth Street north of Boylston Street was never electrified and it had no transit service in 2020.

In August 1881, the Metropolitan inaugurated service on Huntington Avenue between Boylston Street and Parker Street. In October 1884, this line was extended to Brigham Circle, connecting with the long-established route to Brookline Village over what is now also part of Huntington Avenue. In 2020, MBTA bus Route 39 ran on Huntington Avenue in both directions between Brigham Circle and Belvidere Street, and westbound between Dartmouth Street and Belvidere Street. The E Branch of Green Line light rail service also ran on Huntington Avenue between Brigham Circle and Northeastern University, as well as in a subway under Huntington Avenue from just east of Northeastern University to Exeter Street. The segment of Huntington Avenue east of Dartmouth Street was discontinued as part of reconfiguration of Copley Square in the 1960s.

In 1882, the Metropolitan began operating a belt line around the perimeter of Boston Proper, serving most of the steam railroad terminals and local ferry terminals. This included new tracks on Atlantic Avenue and Commercial Street between Rowes Wharf and Causeway Street and on Charles Street North between Leverett Street and Cambridge Street. In 2020, MBTA bus Route 4 used Atlantic Avenue northbound between Rowes Wharf and Mercantile Street and used Atlantic Avenue and Commercial Street in both directions between Mercantile Street and Causeway Street. However, between India Wharf (today's Harbor Towers) and Commercial Wharf, Atlantic Avenue was relocated inland from its historic alignment in the 1970s because of waterfront redevelopment. There was no transit service on Charles Street North in 2020.

On December 1, 1884, the Metropolitan began running a new branch of the Huntington Avenue line on Longwood Avenue to Harvard and Beacon Streets at Coolidge Corner in Brookline. The only part of this branch that was later electrified was that between Huntington Avenue and Longwood Avenue in Boston. In 2020, MBTA bus Route CT2 included all of this segment, and Routes 19, 8, 47, and CT3 included the sub-segment between Brookline Avenue and Avenue Louis Pasteur.

In June 1885, the Metropolitan opened a route from Winthrop Junction to the East Boston North Ferry terminal. Starting at the Boston, Revere Beach and Lynn Railroad crossing on Saratoga Street at what is now Orient Heights, the line followed the abandoned route of the Winthrop Railroad on Saratoga and Chelsea Streets to Bennington Street, then used a new routing on Bennington Street to Central Square, and older tracks of the Metropolitan for the rest of the way to the ferry. In 2020, MBTA bus Route 120 used Bennington Street all the way from Orient Heights to Central Square instead of using Saratoga and Chelsea Streets at the northern end.

In 1886, the Metropolitan was authorized to build a branch in East Boston from Maverick Square to Jeffries Street, running eastbound via Sumner Street and westbound via Webster and Orleans Streets back to Sumner Street. In 2020, MBTA bus Route 120 used Sumner Street eastbound, but returned westbound via Jeffries and Maverick Streets. There was no transit service on Webster and Orleans Streets.

In June 1887, the City approved an extension of the Marlborough Street line on Marlborough, Arlington, and Beacon Streets to Charles Street. This was part of the last horsecar line in Boston when it was abandoned in 1900 with no replacement. In 2020, there was no transit service on the route of this extension.

On December 24, 1888, the West End Street Railway opened a horsecar line in Dorchester from Fields Corner to the Old Colony Railroad Neponset Station via Park and Adams Streets,

Neponset Avenue, and Walnut Street. The Metropolitan had been authorized in June 1887 to build this line, except that it would have ended at Neponset Bridge rather than Neponset Station.

In 2020, MBTA bus Routes 201, 202, and 210 included the segment of Neponset Avenue between Gibson and Walnut Streets. There was no transit service on the segments of Adams Street and Neponset Avenue between Fields Corner Station and Gibson Street, or on Walnut Street. The latter no longer connected directly with Neponset Avenue.

Highland Street Railway

The Highland Street Railway was an “opposition line,” organized in 1872 to provide service between Roxbury and downtown Boston in competition with the Metropolitan Railroad. Much of the service eventually provided used tracks of other companies, as authorized in its charter or by the City of Boston. In this section, only track segments built by the Highland itself will be discussed.

The original main line of the Highland ran on Shawmut Avenue from Roxbury Street in Roxbury to Tremont Street in the South End. Highland cars used lines of the Metropolitan Railroad at either end of this segment. In 2020, the only part of Shawmut Avenue from the Highland route that had transit service was that between Ruggles Street and Roxbury Street (Malcolm X Boulevard), which was one-way southbound only. MBTA bus Route 19 included this entire segment, and Routes 8 and 47 included the sub-segment north of Vernon Street.

In 1876, the Highland built a line on Blue Hill Avenue from a connection with the Metropolitan’s line on Dudley Street to Woodbine Street. In 1879, the Highland extended the Blue Hill Avenue line to a point south of Columbia Road, at the present Franklin Park. In 2020, MBTA bus Route 45 included the entire line on Blue Hill Avenue between Dudley Street and Franklin Park.

In 1877, the Highland built a branch from Shawmut Avenue via Northampton Street and Columbus Avenue to Berkeley Street. Highland cars continued downtown on tracks of the Metropolitan on Columbus Avenue, Park Square, and Boylston and Tremont Streets. In 1878, the Highland built a new connection on Eliot (now Stuart) Street from Park Square to Tremont Street. In 2020, the only part of these Highland lines that had transit service was the segment of Stuart Street between Tremont Street and Charles Street South, which was included in MBTA bus Route 55 westbound.

In May 1881, the City of Boston authorized the Highland to build a line on Canal Street between Haymarket Square and Causeway Street. This allowed the Highland to serve the steam railroad terminals on Causeway Street without using tracks of other companies north of Haymarket. In 2020, there was no transit service on Canal Street, and the street itself no longer existed south of New Chardon Street.

In August 1882, the Highland opened a new routing for the Blue Hill Avenue Line. It diverged from Dudley Street over Hampden and Northampton Streets to Shawmut Avenue. In 2020, there was no transit service on any part of the new 1882 line, and Hampden Street had been obliterated by new development between Melnea Cass Boulevard and Northampton Street.

In May 1884, the Highland began operating service to Post Office Square. This involved construction of new tracks on Eliot (Stuart) and Kneeland Streets between Tremont and Lincoln Streets and on South, High, Federal, and Milk Streets north of Beach Street. This was the last significant expansion of the Highland before it was merged into the Boston Consolidated Street Railway on August 21, 1886.

In 2020, the segment of Stuart Street eastbound included in this extension was part of MBTA Route SL5, and the segment of Kneeland Street westbound between the John F. Fitzgerald Surface Road and Washington Street was part of Route SL4. Route 7 used High and Federal Streets northbound between Summer and Franklin Streets. Otherwise, there was no transit service on the segments in this extension. South Street had been discontinued between Essex and Summer Streets.

WINTHROP RAILROAD

From 1873 to 1875, and intermittently in 1876 and 1877, the Winthrop Railroad operated a horsecar line from Maverick Square in East Boston to the town of Winthrop. In East Boston, the route ran on Chelsea and Saratoga Streets. The segment on Chelsea Street was built by the Metropolitan Railroad but used exclusively by the Winthrop Railroad. Service on this segment never resumed after the Winthrop Railroad was abandoned, and there was no transit service on that street in 2020.

The Metropolitan restored service on Saratoga Street in 1885. In 2020, there was no transit service on Saratoga Street south of Orient Heights, but MBTA bus Routes 712 and 713, operated under contract by Paul Revere Transportation, used Saratoga Street between Orient Heights Station and the border of Winthrop.

Within Winthrop, the Winthrop Railroad ran on Main, Pleasant, Winthrop, Revere and Shirley Streets to Point Shirley. After abandonment of the Winthrop Railroad, a series of steam railroads served the town, and there was a wireless streetcar line (using gasoline-electric and battery-powered cars) between Winthrop Beach and Point Shirley.

In 2020, bus Routes 712 and 713 served several segments of the former Winthrop Railroad route, connected by segments of streets not included in the horsecar line. The former horsecar route segments on one or both of the bus routes were Main Street from the border of East Boston to Pleasant Street; Pleasant Street from Pauline Street to Winthrop Street; Revere Street from Main Street to Shirley Street; and Shirley Street southbound-only from Hawthorn Avenue to Washington Avenue and in both directions from Washington Avenue to Tafts Avenue in point Shirley. South of this point, southbound buses used short segments of Shirley, Elliot, and Otis Streets never used by the horsecars; northbound buses used Tafts Avenue between Otis and Shirley Streets; both directions used Shirley Street between Otis Street and Maryland Avenue, the approximate location of the Winthrop Railroad's terminal at the former Taft's Hotel.

BOSTON AND NORTHERN STREET RAILWAY PREDECESSORS IN METROPOLITAN BOSTON

Lynn and Boston Railroad

The original main line of the Lynn and Boston (L&B) Railroad opened in 1861 and ran from Bellingham Square in Chelsea to Lower Swampscott. Between Bellingham Square and Market Square in Lynn, it ran on the Salem Turnpike (now Broadway in Chelsea and Revere), Salem Turnpike in Revere and Saugus, and Western Avenue in Lynn. From Market Square, it ran on South Common, Market, Broad, Lewis, and Ocean Streets to the border of Swampscott. In Swampscott it continued on Humphrey Street to Burrill Street.

In 2020, there was MBTA bus service over most of this route, but it was not continuous. Routes 116 and 117 ran on Broadway between Bellingham Square and Revere Street in Revere and Routes 119 and 411 ran for shorter distances within this segment. There was no transit service on Broadway between Revere Street and Squire Road. Routes 424, 434, and 455 ran on Salem Turnpike and Western Avenue between Squire Road and Market Square. Routes 426, 426W, and 455 ran on South Common and Market Streets between Market Square and the Lynn Station busway. Routes 441 and 442 ran on Broad, Lewis, and Ocean Streets between Market Street and the border of Swampscott. Route 442 also included the segment of Humphrey Street between the border and Burrill Street.

The L&B also had a one-mile branch from the main line to Chelsea Beach, via Revere Street. In 2020, bus Routes 116 and 411 ran on Revere Street between Broadway and North Shore Road, and Routes 424 and 455 also ran on this segment east of American Legion Highway. Route 411 also ran westbound on Revere Street between Ocean Avenue and North Shore Road.

The L&B originally used as its Boston connection the Winnisimmet Railroad, which opened in 1860 from the Winnisimmet Ferry landing on what are now Winnisimmet, Park, and Hawthorne Streets to Bellingham Square, continuing on Washington Avenue and Woodlawn Avenue to Woodlawn Cemetery. In 2020, MBTA bus Route 111 ran on Park and Hawthorne Streets between Winnisimmet Street and Broadway. Routes 114, 116, and 117 ran on this segment east of Pearl Street. Route 111 also ran on Washington Avenue between Broadway and Sagamore Avenue and on Washington Avenue and Woodlawn Avenue between Fenno Street and Elm Street. There was no transit service on Winnisimmet Street or on Washington Avenue between Sagamore Avenue and Fenno Street. (The trolley line that replaced the horsecar line ran on Sagamore and Garfield Avenues, as Route 111 does, in place of a segment of Washington Avenue.)

In 1863, the L&B leased the Boston and Chelsea Railroad, which had opened in 1858 from a connection with the Middlesex Railroad on Chelsea Street at Bunker Hill Street in Charlestown to Bellingham Square, via the Chelsea Bridge and Broadway. The last version of the Chelsea Bridge was replaced in 1950 by the present high-level Tobin Bridge. There is no longer a public road on the alignment of Chelsea Street across Mystic Wharf. In 2020, a variation of bus Route 93 used Chelsea Street between 5th Street and 13th Street. In Chelsea, the only segment of Broadway between the former end of the Chelsea Bridge and Bellingham Square with transit service was the block between Beacon Street and Williams Street, used by northbound Route 111 buses.

In 1875, the L&B opened a branch from the main line at Lynn City Hall to Pine Grove Cemetery via Franklin and Boston Streets. In 1880, this line was extended via Boston Street and the present Broadway to Wyoma Square (Broadway at Lynnfield Street). In 2020, MBTA bus Route 429 used this segment of Franklin Street. Route 435 ran on Boston Street between Washington Street and Broadway. Routes 434 and 436 ran on Broadway between Boston Street and Lynnfield Street. There was no transit service on Boston Street between Franklin and Washington Streets.

Also in 1880, the L&B added a branch to Nahant Beach at the border of Lynn and Nahant. South of Broad Street, it ran on Beach Street. The northern half of Beach Street is now Washington Street. The southern half has been replaced by part of the Lynnway. In 2020, inbound trips on bus Route 439 used the Lynnway and Washington Street.

On June 1, 1881, the Lynn City Street Railway was merged into the L&B. This company had two routes, both running from Market Street via Oxford Street, Central Avenue, and Union, Chestnut, and Essex Streets to Chatham Street. From there, one line continued east on Essex Street to Burrill Street in Upper Swampscott. The other line turned north on Chatham Street and southwest on Maple Street to Chestnut Street at Glenmere Square.

In 2020, Route 455 included the Upper Swampscott route between Union Street at Central Avenue and Burrill Street. There was no transit service on Chatham Street, but Route 435 used Maple Street between Chatham and Chestnut Streets.

In 1881, the L&B opened a branch from Franklin Street via Boston and Myrtle Streets almost to Walnut Street. In 2020, Route 429 included this segment.

Also in 1881, the L&B opened a second branch from the main line to Revere Beach via Beach Street. In 2020, Routes 110, 117, and 411 used Beach Street between Central Avenue and North Shore Road. Route 119 eastbound used Beach Street between Broadway and Winthrop Street.

In 1882, the L&B opened a line in Lynn on Chestnut Street between Essex and Boston Streets. In 2020, Route 436 included this segment, and Route 435 included the sub-segment north of Maple Street.

On June 24, 1882, the L&B opened a route from downtown Lynn to East Saugus via Summer and Boston Streets in Lynn and Lincoln Street to Ballard Street in Saugus. On June 17, 1886, the L&B opened an extension from East Saugus to Cliftdale Square via Lincoln Avenue, along the abandoned route of the Cliftdale Railroad. A branch from East Saugus via Chestnut, Winter and Central Streets to Saugus Center opened on July 31, 1886.

In 2020, Routes 426 and 426W included the segment from Summer Street at Western Avenue to East Saugus and Cliftdale. Route 428 included the branch from East Saugus to Saugus Center, except for the segment on Chestnut Street. A variation of Route 435 used Summer Street westbound between Neptune Boulevard and Commercial Street. There was no transit service on Summer Street between Commercial Street and Western Avenue. Street reconfiguration had replaced the east end of Summer Street.

In 1883, the L&B opened an extension from Wyoma Square in Lynn to Peabody via Boston Street (now Broadway) in Lynn and Lynn and Washington Streets in Peabody, looping back to Washington Street on Main and Foster Streets. In 2020, Route 435 included this extension, except for the segments on Foster Street and on Broadway between Lynnfield Street and Euclid Avenue.

In 1884, the L&B was extended from Lower Swampscott to Marblehead via Humphrey and Pleasant Streets to Washington Street. In 2020, Route 442 included the entire extension and Route 441 also included it east of Salem Street in Swampscott.

In 1886, the L&B opened a link from Broadway in Chelsea via Everett Avenue and Chelsea Street to Ferry Street in Everett. In 2020, this was part of MBTA bus Route 112.

The last new horsecar lines built by the L&B opened in 1888. One of these connected the outer ends of the two Revere Beach branches via Ocean Avenue between Beach Street and Revere Street. In 2020, MBTA bus Route 411 ran northbound on this segment.

The other new 1888 route was the Lynn Highlands Circuit line. Starting from Central Square, cars on this line followed the former Lynn City route as far as Union Street at Ireson (now Joyce)

Street. From there, they followed Ireson, Rockaway, Hollingsworth, Herbert, High Rock, Rogers, and Essex Streets to Market Street, where they joined the L&B main line to return to Central Square. In 2020, there was no transit service on any of the segments of the Highland Circuit that did not overlap older routes.

East Middlesex Street Railway

The oldest segment of the East Middlesex Street Railway was opened in 1861 as the Stoneham Street Railroad. It ran from Main and Union Streets in Stoneham via Main and Franklin Streets to the Boston & Maine Railroad Melrose Highlands Station. In 2020, the only parts of this route with transit service were the segment on Main Street in Stoneham, included in bus Route 132 and a variation of Route 325, and the segment on Franklin Street between Walton Park and Melrose Highlands Station.

In 1887, the Stoneham Street Railroad was renamed the East Middlesex Street Railway, and four new lines were opened. One line ran from Main Street in Woburn via Salem, Pine, Orange, and Central Streets and Montvale Avenue to Main Street in Stoneham. In 2020, bus Route 354 included the segment of this route between Salem Street at Bow Street and Pine Street at Orange Street and the segment between Central Street at Orange Street and the I-93 Montvale interchange. There was no transit service on the rest of the horsecar route.

At the east end of the original route, the East Middlesex added an extension on Franklin, Green, and Main Streets in Melrose and on Main Street in Malden to Pleasant Street at Malden Square. In 2020, Route 131 served the segment on Franklin Street west of Main Street. Routes 136 and 137 served Main Street between Green Street and Pleasant Street. Route 131 also served some sections of Main Street. There was no transit service on Franklin Street east of Main Street or on Green Street.

Another of the new 1887 routes ran from Main Street in Malden via Salem, Beach, and Lawrence Streets and the present Lynn Street in Malden; Salem Street in Revere; and Lincoln Avenue in Saugus, to a connection with the Lynn and Boston Railroad at Cliftondale Square.

In 2020, MBTA bus Route 108 included most of this route within Malden but bypassed the segment on Lawrence Street. Routes 106, 411, and 430 used shorter segments of Salem Street. Routes 426, 426W, 428, and 429 all ran on the line between Lynn Street at Lawrence Street and Cliftondale Square.

A short branch off this route, shared with the Boston Consolidated, ran on Ferry Street from Salem Street to Walnut Street. In 2020, Route 104 included this segment.

The fourth new route ran from Lawrence Street via Beach Street, Washington Avenue, and Malden Street to Broadway in Revere. In 2020, Route 411 included this route from Beach Street at Lynn Street to Broadway. Route 108 ran westbound on Beach Street between Lynn Street and Lawrence Street.

Naumkeag Street Railway

The first route of the Naumkeag Street Railway, originally the Salem & South Danvers Railroad, opened in July 1863, from Washington and Essex Streets in downtown Salem via Essex, Boston, and Main Streets to South Danvers (Peabody) Square.

In 2020, MBTA bus Route 465 ran between downtown Salem and Peabody Square but used Bridge Street instead of Essex Street between Washington and Boston Streets. There was no transit service on Essex Street or on Boston Street east of Bridge Street.

A second S&SD route, opened in October 1863, ran from Washington and Essex Streets via Essex, Webb, and Bridge Streets in Salem, and Cabot Street in Beverly, to Elliott Street. By 1872, the route was revised to use Pleasant Street instead of Webb Street and the segment of Essex Street east of Plain Street.

Before service was suspended in 2020, MBTA bus Route 451 included the segment of Bridge Street in Salem between Pleasant Street and the ramp to the Beverly–Salem Bridge, as well as Cabot Street in Beverly from the north end of the bridge to Elliot Street. There was no transit service on the other segments of the horsecar line in Salem.

In 1864, the S&SD opened a route from Washington and Essex Streets through Washington, Dodge, and Lafayette Streets to Clifton Avenue in South Salem. In 2020, Route 455 included the segment of Lafayette Street south of Ward Street southbound and Leavitt Street northbound. There was no transit service on the segments of Washington and Dodge Streets used by the horsecar line.

In 1869, the Salem Street Railway, successor to the S&SD, built a branch in Salem from Essex Street via North Street to the border of Peabody. In 2020, a variation of Route 465 included this segment.

In 1877, the Naumkeag Street Railway, which had taken over operation of the Salem Street Railway, built a branch from Pleasant Street via Essex and Webb Streets and Fort Avenue to Salem Willows. In 2020, there was no transit service on this branch.

In 1883, the Naumkeag extended the Beverly route from Elliot Street via Cabot Street to the crossing of the railroad line to Gloucester. Before service was suspended in 2020, Route 451 included this segment.

In 1884, the Naumkeag extended the South Salem branch via Lafayette Street to Pleasant Street in Marblehead, and it used tracks of the Lynn & Boston Railroad on Pleasant Street to Washington Street. In 1885, the Naumkeag built an extension from Pleasant Street via Washington and Franklin Streets to Front Street.

In 2020, Route 455 included the segment of Lafayette Street between Clifton Avenue and Loring Avenue. There was no transit service between Loring Avenue and Pleasant Street. Routes 441 and 442 included the line from Lafayette Street at Pleasant Street to Front Street.

In 1885, the Naumkeag extended the original S&SD route from Peabody Square via Lowell Street to Endicott Street. There was no transit service on this extension in 2020.

In 1886, the Naumkeag opened a long extension of the Beverly line through North Beverly and Wenham to the Methodist camp-meeting grounds at Asbury Grove in Hamilton. This extension ran on Cabot, Dodge, and Enon Streets in Beverly, Main Street in Wenham, and Bay Road and Asbury Street in Hamilton.

Before service was suspended in 2020, Route 451 included the segment of this extension as far as the North Beverly commuter rail station, but there was no transit service farther north on the route of the horsecar line.

In 1887, the Naumkeag purchased the Salem & Danvers Street Railway. The S&D had opened its first route in June 1884, from the end of the North Street line via Margin Street in Peabody and Water, High, and Maple Streets in Danvers to the Danvers Station on the Boston and Maine Railroad's Newburyport Branch. On August 11, 1884, the Salem and Danvers opened an extension of this line via Maple and Locust Streets to Putnamville.

In 2020, a variation of Route 465 included the line between the end of North Street and Maple Street at Elm Street, but there was no transit service farther north toward Putnamville.

The Salem and Danvers completed its system in 1885 with a line from Elm Street in Danvers to Peabody Square via Sylvan Street in Danvers and Andover and Central Streets in Peabody, as well as a line from High Street via Elm, Holten, and Centre Streets through Tapleyville and Danvers Centre, approximately to the present location of Briarwood Drive in Danvers Highlands.

In 2020, Route 465 service between Danvers Square and Peabody Square made several diversions from the S&D route. Starting from Maple Street, it ran west on Elm Street, bypassing Sylvan Street and continuing via the former Danvers Highlands route as far as Pine Street. There was no transit service farther than this toward Danvers Highlands. Route 465 turned south on Pine Street, rejoining the Peabody horsecar route at Pine and Sylvan Streets. Route 465 diverged from Sylvan Street again between Federal and Endicott Streets to serve Liberty Tree Mall. In Peabody, it diverged from Andover Street between Prospect Street and Essex Center Drive, but Route 436 included the intermediate section of Andover Street. Between Essex Center Drive and Peabody Square, Route 465 followed the horsecar route on Andover and Central Streets.

In 1888, the year after it bought the Salem and Danvers, the Naumkeag made one addition to the former Salem and Danvers network. This was a branch on Maple Street in Danvers from Locust Street to Asylum Station on the B&M (former Eastern Railroad) line from Salem to Lawrence, west of the present Access Road. There was no transit service on this route in 2020.

North Woburn Street Railway

The original route of the North Woburn Street Railway, opened in 1867, ran from North Woburn near West Dexter Avenue to Woburn Common via Main Street. It was extended south on Main Street from Woburn Center to Winchester Center in 1886. A final extension in 1888 continued the line on Main Street in Winchester and Winthrop Street in Medford to High Street.

In 2020, MBTA bus Route 134 followed the route of the North Woburn Street Railway between North Woburn and High Street in Medford, except for diversions between School and Alfred Streets and at I-95 Interchange 35 in Woburn and for a short distance at the Winchester commuter rail station.

OTHER HORSE RAILROAD PREDECESSORS OF THE BOSTON AND NORTHERN STREET RAILWAY SYSTEM

Lowell Horse Railroad Company

Between 1864 and 1867, the Lowell Horse Railroad (LHRR) opened its first three lines. The Pawtucket Falls line ran from Andover Street at the Present Kittredge Park via Nesmith, East Merrimack, Merrimack, and Pawtucket Streets to School Street near Pawtucket Falls. In 2020, the Lowell Regional Transit Authority (LRTA) provided bus service over three separate segments of the Pawtucket Falls route. There was no service on Nesmith Street north of Kittredge Park. Route 2 ran westbound on East Merrimack Street between Nesmith and High Streets. Route 9 ran westbound on East Merrimack between High and Kirk Streets, and on Pawtucket Street between Merrimack and Salem Streets, and eastbound on Merrimack between Cabot and Dummer Streets. Route 18 ran westbound on Merrimack Street between John and Shattuck Streets. Route 6 ran westbound on Pawtucket Street between Fletcher and Mount Vernon Streets.

The LHRR Bleachery line originally ran from Merrimack Street via Central Street to its southerly connection with Gorham Street and on Gorham to Moore Street. After 1878, it used Gorham Street between both connections with Central Street. In 2020, LRTA Route 18 ran southbound on Central Street between Merrimack Street and its northerly connection with Gorham Street. There was no transit service farther south on Central Street. Routes 13 and 15 included the segment of Gorham Street between its southerly connection with Central Street and Moore Street.

The LHRR Middlesex Street line initially ran on that street from Central Street to the east end of Branch Street at what is now Washington Park. In 2020, LRTA Route 11 ran westbound on Middlesex Street between Central and Thorndike Streets. Route 4 ran on Middlesex Street between Thorndike Street and Washington Park.

In 1874, the Middlesex Street line was extended farther west on Branch Street, about to Walker Street. In 1886, the route was extended on Branch and Middlesex Streets to Livingston Avenue. In 2020, LRTA Route 4 ran eastbound on Branch Street east of School Street. Route 17 ran the full length of Branch Street and on Middlesex Street to Livingston Avenue both ways.

Also in 1874, the LHRR reported a new route going to Centralville. The horsecar line diverged from the Pawtucket Falls line at Merrimack and Bridge Streets and ran on Bridge Street about to Tenth Street. In 1884, the Centralville line was extended on Bridge Street to just north of Thirteenth Street. In 1887, it was extended to Nineteenth Street. In 2020, LRTA Route 8 ran on Bridge Street between Merrimack Street and West Sixth Street (southbound-only south of French Street). Route 1 overlapped Route 8 as far north as Third Street. There was no transit service on Bridge Street between West Sixth Street and Nineteenth Street.

In 1882, for the first time, the LHRR reported a Westford Street line. This branched from the Middlesex and Branch Street line via Loring and Westford Streets to Stevens Street. In 2020, LRTA Route 5 included the segment of this line on Westford Street and its 1886 extension to Belmont Street.

The Pawtucket Falls Route was extended on Pawtucket Street from School Street to Walker Street in 1887. There was no transit service on this segment in 2020.

The Bleachery line, which had been rerouted from Central Street to Gorham Street in 1878, was extended on Gorham Street to St. Patrick's Cemetery in 1884 and to the Edson Cemetery at Saratoga Street by 1887. LRTA Routes 13 and 15 included this extension in 2020.

Another expansion in 1887 provided a new connection to the original Westford Street Line from Gorham Street on Appleton, Chelmsford, and Westford Streets to Loring Street. In 2020, Route 5 included the segment on Westford Street. Route 11 ran eastbound on Appleton Street.

Also in 1887, the line on Nesmith Street was extended south from Andover Street via Nesmith and Rogers Streets to Boylston Street. In 2020, Route 12 ran northbound on the Nesmith Street segment, and in both directions on Rogers Street.

In 1888, new lines were reported on Broadway from Dutton Street to Pawtucket Street and on Walker Street from Broadway to Pawtucket Street. In 2020, LRTA Route 6 ran on Broadway between Dummer Street and the UMass Lowell South campus east of Pawtucket Street. There was no transit service on Walker Street.

By 1891, a line ran on Fletcher Street from Pawtucket Street to Thorndike Street at Dutton Street. In 2020, Route 9 ran on Fletcher Street southbound between Bowers Street and Broadway on weekdays. A combined Route 6 and 9 ran northbound on Fletcher Street between Bowers and

Pawtucket Streets on Saturdays. There was no transit service on Fletcher Street south of Broadway.

No significant further additions to the LHRR were reported before it merged in 1891 with the Lowell and Dracut Street Railway, discussed below, as the Lowell & Suburban Street Railway. All additions by the merged company were electrified from the time they opened.

Lowell and Dracut Street Railway

The Lowell and Dracut (L&D) Street Railway main line ran from what is now Lakeview Avenue at Pleasant Street in Dracut to Merrimack Street in Lowell via Lakeview Avenue to Bridge Street, and on track parallel to the LHRR Centralville Branch across the bridge into downtown Lowell. In 2020, LRTA Route 8 ran northbound in Lowell on Lakeview Avenue between Aiken Avenue and Sladen Street near the border of Dracut. The only other segment of this route with transit service was the part shared with the LHRR, discussed above.

The L&D also used or duplicated track of the LHRR on Pawtucket and Merrimack Streets. The L&D built a connecting line between the Lakeview Avenue and Pawtucket Falls routes via Aiken, Hall, and Cabot Streets in Lowell to Merrimack Street. There was no transit service on this link in 2020.

Another L&D route started on Lawrence Street just east of the Concord River near the Lowell Cemetery and followed Lawrence and Church Streets to Central Street. A branch of this line serving Fort Hill Park ran on Rogers Street from just east of Park Avenue to Lawrence Street. In 2020, LRTA Route 3 included the lines on Lawrence Street and eastbound on Church Street. The only segment of the Rogers Street branch with transit service was the one block between Park Avenue and High Street, included in Route 2.

Two additional L&D lines completed but not yet in operation on September 30, 1887, both ran between Rogers and East Merrimack Streets, one on High Street and the other on Concord and Fayette Streets. In 2020, LRTA Route 2 included the High Street Line, but there was no transit service on Concord and Fayette Streets.

A final horsecar addition to the L&D system, completed in 1888, crossed the bridge at Pawtucket Falls and continued on Mammoth Road to the border of Dracut. In 2020, LRTA Route 7 included the segment of Mammoth Road between Woodward Avenue and East Meadow Road. All subsequent additions to the L&D system were built as electric lines.

Merrimack Valley Horse Railroad Company

The first route of the Merrimack Valley Horse Railroad (MVHR) opened in 1868. It started near Broadway and Pleasant Street at Methuen Square and followed Broadway south into Lawrence as far as Essex Street. It then continued east on Essex Street and south on Union Street, crossing the Merrimack River into South Lawrence. It then turned east again, following Merrimack Street into North Andover, and continuing on Sutton, Main, and Water Streets to the end of the line at High Street.

In 2020, Merrimack Valley Regional Transit Authority (MVRTA) Route 40 included the segments of this route on Broadway and westbound on Essex Street between Amesbury Street and Broadway. Route 33 included the segments on Essex Street westbound between Union and High Streets and on Union, Merrimack, Sutton, and Main Streets as far as Water Street. There was no transit service on the Water Street segment.

In 1887, the MVHR completed a branch partly opened in 1876, in South Lawrence. It diverged from the main line at Merrimack and Union Streets, running south on Union, west on Andover, and north on South Broadway, crossing the river and continuing north on Broadway back to the main line at Essex Street.

In 2020, MVRTA Route 39B included the segment of South Union Street between Merrimack Street and Market Street, and Route 32 included South Broadway and Broadway between Andover and Essex Streets. There was no transit service on the other segments of the South Lawrence horsecar route.

Two other new branches were reported in 1887. One ran from Essex Street north on Newbury, East Haverhill, and Berkeley Streets to Jackson Street. The other ran from Union Street down Canal Street to a paper mill on the west side of the Spicket River.

In 2020, Route 34 ran northbound on Newbury Street between Common and Garden Streets and on Newbury and East Haverhill Streets between Summer and Berkeley Streets. There was no transit service on the segment of Berkeley Streets between East Haverhill and Jackson Streets or on the two segments of Newbury Street bypassed by Route 34.

Route 34 ran westbound on Canal Street for one block from an unnamed access road to Union Street. There was no transit service on the rest of Canal Street, which had been relocated near the Spicket River crossing.

In 1889, the MVHRR reported three new branches in Lawrence. One was an extension of the line on Berkeley Street from Jackson Street to Knox Street. The second was a line on Lawrence Street north from Essex Street to Arlington Street, almost at the border of Methuen. The third was a line on Water Street from Broadway west along the north side of the Merrimack to Doyle Street.

In 2020, the section of Berkeley Street included in the extension to Knox Street had no transit service. Two segments of the Lawrence Street route were included in MVRTA Route 36, but they were separated by long diversions over other streets. The included segments were northbound between Haverhill and Maple Streets and southbound between Myrtle and Alder Streets. Route 35 included the segment of Water Street between Melrose and Doyle Streets, but there was no transit service on Water Street between Melrose Street and Broadway.

After 1889, all significant additions to the MVHRR network originated as electric lines.

Haverhill and Groveland Street Railway

The first route of the Haverhill and Groveland (H&G) Street Railway opened in 1877. It ran from the Boston & Maine Railroad station in Haverhill on Washington, Merrimack, and Water Streets and Lincoln Avenue to and across the Groveland Bridge across the Merrimack River to a business district east of the bridge in the town of Groveland. In 2020, MVRTA Route 18 ran between the Haverhill Transportation Center and a shopping plaza near the Haverhill end of the Groveland Bridge. This route included a few segments of the former H&G main line. These were Washington, Merrimack, and Water Streets between Haverhill Station and the west end of Groveland Street, and Lincoln Avenue between Keely and Bloom Streets and between the plaza entrance and the east end of Groveland Street. There was no transit service on other segments of this H&G line.

In 1885 and 1886, the original main line was extended from Groveland to West Newbury, following Main Street in both towns to Bridge Street in West Newbury. There was no transit service on this extension in 2020.

The H&G also added several shorter branches in 1885, 1886, and 1889. Sources available for this manuscript indicate where these lines were, but not which ones were opened in each year.

A Bradford route, opened by 1886, branched from the Groveland route at Merrimack and Main Streets in Haverhill, ran on Main to a bridge across the Merrimack on the approximate line of the present Basiliere Bridge, and continued on South Main Street to Salem Street. In 2020, MVRTA Route 14 included the segments of this route not replaced by the present bridge and its approaches.

The other lines opened in Haverhill by 1891 include a route north on Main Street from Merrimack Street about to where I-495 now crosses, with a stable at the corner of Sheridan Street; a route on River Street to an industrial area just west of Swain Street; and a route west on Washington Street to a school between Ayer and Beach Streets.

In 2020, MVRTA Route 13 ran on Main Street in both directions between Merrimack Street and Marsh Avenue, and southbound on the short additional length of the horsecar line beyond Marsh Avenue. Route 1 included the line on River Street. Route 16 included the line on Washington Street.

All subsequent additions to the street railway system in Haverhill originated as electrified lines.

Gloucester Street Railway

The horsecar lines of the Gloucester Street Railway opened in stages between 1886 and 1889. Sources available for this manuscript indicate where these lines were, but not which ones were opened in each year.

The main line began at the Boston and Maine Railroad Gloucester Station and followed Washington, Middle, Angle, Main, and East Main Streets, Bass Avenue, Sayward Street and East Main Street again, and Rocky Neck Avenue to Terrace Lane in the Rocky Neck section of the city. A second line, possibly used as part of a one-way loop, ran from Washington Street via Railroad Avenue and Prospect and Pleasant Streets to the Rocky Neck route at Main Street.

In 2020, the Cape Ann Transportation Authority (CATA) Red Line from Gloucester to Rockport via East Gloucester included the former horsecar route between the railroad station and East Main Street at Rocky Neck Avenue. (Main Street was one-way westbound between Washington Street and the east end of Rogers Street.) There was no transit service directly on Rocky Neck Avenue. Variations of the CATA Green, Orange, and Yellow Lines ran on Railroad Avenue between the railroad station and Prospect Street. The Orange Line also used Prospect and Pleasant Streets between Railroad Avenue and Middle Street. There was no transit service on Pleasant Street south of Middle Street.

Just before electrification, the Gloucester Street Railway completed an extension of about one mile north on Washington Street from the railroad station. In 2020, the CATA Blue Line, Gloucester to Rockport via Lanesville, included this line. Several other CATA routes included short sub-segments of it.

After 1890, all additions to the street railway system in Gloucester originated as electrified lines.

HORSE RAILROAD PREDECESSORS OF THE OLD COLONY STREET RAILWAY SYSTEM

Brockton Street Railway

The Brockton Street Railway opened its first horsecar line in 1881. It ran from Main Street at Clifton Avenue in Brockton north on Main and North Main Streets to a point near Frankton Avenue. In 1884, the south end of the original route was extended on Main Street to what was then the border of Brockton and West Bridgewater, near Brookside Avenue. The north end was extended on North Main Street to the border of East Stoughton (Avon) and on West Main and Main Streets in that town to the border of Randolph.

In 2020, Brockton Area Transit (BAT) Route 2 included the segment on Main Street between Brookside Avenue and Centre Street. Routes 1 and 12 both included the segment of Main and North Main Streets between Centre Street and the northern border of Brockton. Route 12 also ran on West Main and Main Streets through Avon from the border of Brockton to the border of Randolph.

In 1885, the Brockton Street Railway opened a route from Belmont Street at West Street in Brockton east on Belmont Street to Main Street. Cars continued north on the original line on Main Street to School Street, then east on School and Lincoln Streets, north on Montello Street, and west on Centre Street back to Main Street. Rejoining the older route briefly, the cars continued north on Main Street to Pleasant Street and west on Pleasant Street to West Street.

In 2020, BAT Route 3 included the segment of this route on Belmont Street. The segments on School, Lincoln, Montello, and Centre Streets were each included in one or more BAT routes, but Lincoln and School Streets were one-way westbound. Route 4 included the segment on Pleasant Street.

An 1891 extension from the border of Avon and Randolph via South Main and North Main Streets to West Corners, near Chestnut Street in Randolph, appears to have been run briefly with horsecars before it was electrified. In 2020, Route 12 included this extension. It was also included in MBTA bus Route 240.

After 1891, all extensions built by the Brockton Street Railway itself were electrified from the time they opened.

Quincy Street Railway

The Quincy Street Railway opened two horsecar lines in 1888. The first ran from the Quincy Center railroad station via Washington Street to Quincy Point at the Weymouth Fore River. In 2020, MBTA bus Routes 220 and 222 included this entire line, and Route 221 included it except for a diversion between South Street and the Southern Artery.

The second Quincy Street Railway route ran from Quincy Center via Hancock, School, Franklin, Water, and Copeland Streets to the West Quincy railroad station. In 2020, Route 215 included this line.

Hull Street Railway

The Hull Street Railway opened a horsecar line between the Nantasket steamboat landing and the Black Rocks House in Hull via Nantasket Avenue and Atlantic Avenue in 1891. In 2020, bus Route 714, run under contract for the MBTA, included the part of this route between the

Nantasket landing and Atlantic Avenue at School Street. There was no transit service on the rest of Atlantic Avenue.

Taunton Street Railway

In September 1871, the Taunton Street Railway opened a route from Taunton Green at Main and Weir Streets via Broadway and Bay Streets to the Whittenton neighborhood, with a long loop on Whittenton, Warren, and West Britannia Streets back to Bay Street.

In 2018, the Greater Attleboro Taunton Regional Transit Authority (GATRA) provided the local bus service in Taunton. Routes originated at the GATRA bus terminal on Oak Street rather than at Taunton Green. GATRA Route 6 served the Whittenton neighborhood, but mostly on a different path than that of the horsecar route. Segments of the horsecar route that were covered were from Broadway at its southern intersection with Washington Street to Bay Street at Whittenton Street. There was no service on Broadway between Washington Street and Taunton or on the long Whittenton loop.

In November 1871, the Taunton Street Railway opened a line from the Green via Weir Street to a railroad crossing north of Weir Avenue. In 2020, GATRA Route 9 included this entire route.

In 1887, the Taunton Street Railway opened two new routes. One ran from Taunton City Hall (near the Green) via Main and Winthrop Streets to Highland Street. In 2020, there was no transit service on this route.

The other new line from 1887 ran from the Green via Cohannet, High, and Oak Streets and Agricultural (now Kilmer) Avenue to the Bristol County Fair Grounds at Clifford Street. It also served Central Station on the Old Colony Railroad via a short spur off High Street. (Because of redevelopment, the section of High Street in this route no longer exists.) In 1889, a connection was opened between the ends of the Fair Grounds line and the Winthrop Street line via a private right-of-way through the Fair Grounds on what are now an extension of Kilmer Avenue and Smith Avenue and Highland Street. In 2020, GATRA Route 1 included the segments of the 1887 route and 1889 extension between Oak Street at the bus terminal and Highland Street at Winthrop Street.

After 1892, all extensions to the Taunton Street Railway were electrified from the time they opened.

Globe Street Railway

The horsecar network of the Globe Street Railway was located entirely in the city of Fall River. The first route opened in 1880. It ran from Mason Street in the Flint Village neighborhood via Pleasant and North Main Streets to Ferry Lane (now Brightman Street). In 1881, it was extended on North Main Street to Forest Hill Gardens, an amusement area on North Main Street at Baldwin Avenue (now Baldwin Street). In 1884, the Globe Street Railway reported that the North Main Street route had been extended to Wilson Road. By 1885, the Flint Village end of the route was extended from Mason Street via Pleasant Street to Eastern Avenue.

In 2020, the Southeastern Regional Transit Authority (SRTA) provided the local bus service in Fall River. Routes originated at a terminal between 4th and 5th Streets south of Borden Street. Pleasant and North Main Streets no longer connected directly. SRTA Route 2 ran on what had been North Main Street between Pleasant Street and Wilson Road. Route 6 ran on Pleasant Street eastbound between 4th and Quarry Streets and westbound between Quequechan and 13th Streets, but there was no transit service on Pleasant Street east of Quequechan Street.

In 1881, the Globe Street Railway opened a route between Fall River City Hall and Slade Schoolhouse in Globe Village via South Main, East Main, East Globe, and South Main Streets. In 2020, SRTA Route 3 included the segments of South Main and East Main Streets between Rodman and Globe Streets. Route 1 included the segment of South Main Street between Globe and Slade Streets. There was no transit service on Globe Street between East Main and South Main, or on South Main between City Hall and Rodman Street.

A new route opened in 1884 ran from Hanover Street via New Boston Road, Highland Avenue, and Winter and Franklin Streets to North Main Street. From there it shared the tracks of the older routes on North and South Main Streets to Rodman Street, continuing on Rodman, Fourth, and Lyon Streets and Eight Rod Way (Plymouth Avenue) to Stafford Road. This route was extended on Stafford Road to East Globe Street in 1887, and to a carhouse just south of Slade Street in 1888. On the northern end, it was extended from Hanover Street on New Boston and Orange (now Stetson) Streets to Prospect Street near the Oak Grove Cemetery.

In 2020, SRTA Route 8 included the segment of the horsecar route between New Boston Road at Stetson Street and Highland Avenue at Winter Street. There was no transit service on Stetson Street. Route 5 included the segments on Plymouth Avenue from Second Street to Warren Street and on Stafford Road from Brayton Avenue to Slade Street. Service after 6:00 PM on Route 5 included 4th Street southbound between Rodman Street and Plymouth Avenue, and Plymouth Avenue and Stafford Road between 4th Street and Brayton Avenue.

Two new routes were reported in 1887. One ran from City Hall via Bedford and Quarry Streets to Stafford Mills at Pleasant Street. In 2020, Route 9 included Bedford Street between 13th Street and Quarry Street eastbound and between Quarry Street and 3rd Street westbound. There was no transit service on Quarry Street.

The other new route reported in 1887 started at City Hall, shared the Flint Village line for a short distance on Pleasant Street, and then continued on Fourth, Hartwell, and Rodman Streets to the corner of Warren Street. In 2020, Route 10 included the segment of this route on Rodman Street between Hartwell and Rodman Streets in both directions. The inbound route also included the segment on Hartwell Street.

Starting in 1892, all extension of the Globe Street railway were electrified from the time they opened.

HORSE RAILROAD PREDECESSORS OF THE MASSACHUSETTS NORTHEASTERN STREET RAILWAY SYSTEM

Newburyport and Amesbury Horse Railroad

The Newburyport and Amesbury (N&A) Street Railway opened its first routes in July 1873. The main line began at Market Square in Newburyport (Merrimac Street at State Street) and followed Merrimac and Spofford Streets to the Merrimack River. It crossed the river on the old chain bridge to Deer Island and the old Essex-Merrimack Bridge into Salisbury. It then continued on Main Street (part of which has since been relocated) to Market Square in Amesbury (Main Street at Elm, High, and Market Streets). There was also a branch in Newburyport from Market Square via State, Middle, Federal, School, Lime, and Purchase Streets to Marlboro Street. In 1884, a short branch opened from Market Square via Liberty and Fair Streets to Commercial Wharf. In 2020, there was no transit service on any of these routes.

In September 1888, the N&A opened an extension from Main and Merrimac Streets in Amesbury via Merrimac Street, Pleasant Valley Road, and River Road to Merrimacport. From there, it continued on High Street and School Streets to Merrimac Square at East and West Main Streets. (Construction of I-495 in the 1960s broke the connection between High and School Streets.) There was no transit service on this route in 2020.

In 1889 and 1890, the N&A opened an extension from State and Middle Streets in Newburyport via State, Pleasant, Titcomb, Washington, Oliver, and High Streets to the present Storey Avenue, on which it continued to Low Street at Newburyport Plains. In 2020, Merrimack Valley Regional Transit Authority (MVRTA) Route 54 ran on High Street and Storey Avenue between Toppans Lane and the Market Basket access road, and again on Storey Avenue between the Port Plaza access road and Low Street. There was no transit service on other segments of this N&A route.

Another N&A line built in 1889 and 1890 ran from Pleasant Street via State and High Streets in Newburyport and High Road in Newbury to Little's Lane. There was no transit service on this route in 2020.

After 1890, all extensions of the N&A were electrified from the time they opened.

Black Rocks and Salisbury Beach Street Railway

In June 1888, the Black Rocks and Salisbury Beach (BR&SB) Street Railway opened a horsecar line from Salisbury Beach Center to the Boston and Maine Railroad Salisbury Station. This line ran along what is now Beach Road from the beach to State Beach Road, then along Old County Road to where it rejoins Beach Road, and on Beach Road to Salisbury Square. The line continued on Elm Street to the railroad station at Gardner Street.

In 1889, the BR&SB built two more horsecar lines radiating from Salisbury Square. One ran south on Bridge Road (now U.S. Route 1) and across the Merrimack River to Merrimac Street in Newburyport. The other line ran along Elm Street from Salisbury Station to Market Square in Amesbury. In 1890, the company opened a line from Salisbury Square to the New Hampshire border via the present U.S. Route 1. It also opened a short extension in Newburyport on Merrimac Street from Bridge Street to Market Square, parallel with the existing Newburyport and Amesbury Horse Railroad track. This was the last new horse railroad construction by the BR&SB.

In 2020, MVRTA Route 54 included most of the BR&SB route between Salisbury Beach and Salisbury Center, but it used Beach Road for the entire distance rather than diverging over Old County Road. Route 54 also included the line from Salisbury Center to Merrimac Street in Newburyport, but the bridge over the Merrimack River dated only from 1972.

Route 54 also included the former BR&SB lines on Elm Street to the railroad station in Salisbury, and the extension on Elm Street as far as Railroad Street in Amesbury. The segment on Elm Street between Railroad Street and Market Square was included in MVRTA Route 51.

In summer months, MVRTA Route 83 (not run in 2020 due to the COVID-19 pandemic), also included the lines on Beach Road and Elm Street between Salisbury Beach Center and Market Square in Amesbury. Route 83 included a line from Salisbury Beach to Hampton Beach, New Hampshire. Within Massachusetts, this line ran on North End Boulevard (state Route 1A), which closely paralleled the route of a steam dummy line opened by the BR&SB in 1888.

Plum Island Street Railway

In 1887, the Plum Island Street Railway opened a summer-only horsecar line from Water and Fair Streets at Commercial Wharf in Newburyport via Water Street and the Plum Island Turnpike to Plum Island Center. Only the segment of this route east of Water Street at Marlboro Street was subsequently electrified.

In 2020, MVRTA Route 54 included the segment of Water Street between Commercial Wharf and Bromfield Street as part of a one-way loop. There was no transit service on the rest of the former Plum Island Street Railway route.

HORSE RAILROAD PREDECESSORS OF THE MIDDLESEX AND BOSTON STREET RAILWAY SYSTEM

Waltham and Newton Street Railway

The original route of the Waltham and Newton (W&N) Street Railway opened in 1868, from the Boston & Albany Railroad crossing on Chestnut Street in West Newton via Washington, Elm, River, and Lexington Streets in Newton and on Moody and Crescent Streets and Moody Street again to the Fitchburg Railroad grade crossing at Waltham Station. From there, the W&N continued north on Moody Street and west on Main Street about to Spring Street. In 1872, the line was extended west on Main Street to a carhouse on Main Street just beyond Weston Street. By 1886, the West Newton terminal had been relocated from Chestnut Street to Highland Avenue. When the line was electrified in 1890, the segment on Elm Street was shifted to Cherry Street, and the segment on Highland Avenue was abandoned.

In 2020, MBTA bus Route 553 followed the W&N route (including the Elm Street segment) between Washington Street at Chestnut Street and Moody Street at the South end of Crescent Street, and from Moody Street at the north end of Crescent Street to Main Street west of Weston Street. Route 554 included the same route from West Newton as far as Moody Street at Main Street. Route 558 included service on Crescent Street between Woerd Avenue and the northern connection with Moody Street. There was no transit service on the former horsecar route segments on Chestnut Street, Highland Avenue, Cherry Street, or Crescent Avenue between the southern connection with Moody Street and Woerd Avenue.

Natick and Cochituate Street Railway

In 1885, the Natick and Cochituate (N&C) Street Railway opened a horsecar line from Middlesex Avenue west of Main Street, next to where the Boston & Albany Railroad Natick Station was located then, via Middlesex and Washington Avenues and North Main Street in Natick and Main Street in Wayland to West Plain Street. This line was electrified in 1892, but it was rerouted over North Main Street between downtown Natick and the northern end of Washington Avenue. All subsequent extensions of the N&C were electrified from the time they opened.

In 2020, the segment of the N&C horsecar route between Washington Avenue at North Main Street in Natick and Main Street at West Plain Street in Wayland was included in Metrowest Regional Transit Authority (MVRTA) bus Route 10 northbound and Route 27 southbound. There was no transit service on Middlesex Avenue or Washington Avenue.

HORSE RAILROAD PREDECESSOR OF THE BOSTON AND WORCESTER STREET RAILWAY

Framingham Union Street Railway

The Framingham Union Street Railway opened three horsecar lines in Framingham in 1888. One line ran from South Framingham (now Framingham) Station on the Boston & Albany Railroad via Concord Street, Union Avenue, and Main Street to Framingham Centre at Eastern Avenue (Worcester Road). Another line ran from South Framingham via Concord and what are now Beacon, Summer, and Cherry Streets, and Concord Street again to Saxonville at Central Street.

A short route ran from Concord Street on Howard Street to a factory. In 1890, a short spur was added from Union Avenue on Mt. Wayte Avenue to property of the Old Colony Railroad near Lake View Station.

When the Framingham Union system was electrified in 1897 and 1898, the Saxonville route was shifted to run on entirely on Concord Street. The Howard Street and Lake View lines were abandoned without having been electrified.

In 2020, MWRTA Route 7 provided service between Framingham Station and Framingham Centre, but it ran on Franklin, Maple, and State Streets instead of Union Avenue and Main Streets. Route 2 northbound and Route 3 southbound ran on Union Avenue and Main Street, between Lincoln Street and Framingham Centre. Route 2 southbound and Route 3 northbound used Union Avenue between Pearl and Prospect Streets.

Route 3 northbound used Concord Street between Lincoln Street and Cochituate Road, but the intersection of Concord Street with Route 9 has been greatly reconfigured and Concord Street partly relocated there. Route 2 southbound used shorter segments of Concord Street. Routes 2 and 3 also used Concord Street in opposite directions between its northern connection with A Street and Saxonville. There was no transit service on the former horsecar route on Beacon, Summer, and Cherry Streets. The intersection of Cherry and Concord Streets has been relocated because of the Massachusetts Turnpike.

OTHER HORSE RAILROADS OF THE MASSACHUSETTS SOUTH COAST

East Wareham, Onset Bay, and Point Independence Street Railway

In 1888, the East Wareham, Onset Bay, and Point Independence Street Railway opened a horse railroad from East Wareham Station on the Old Colony Railroad via Onset Avenue to the west end of the Point Independence Bridge over the outlet to Broad Cove. In 2020, Greater Attleboro Taunton Regional Transit Authority's Onset Wareham Link (OWL) Link 1 included the section of Onset Avenue between the East Wareham Station site and Main Avenue in both directions. OWL Link 2 ran eastbound on the section of Onset Avenue between Main Avenue and the bridge.

New Bedford and Fairhaven Street Railway

The first two routes of the New Bedford and Fairhaven Street Railway (NB&F) opened in 1872. A north-south route started at Purchase and Linden Streets in New Bedford and followed Purchase Street and School Streets to Front Street. Purchase Street is now interrupted by a highway interchange, and the section of Front Street where the line terminated has been

displaced by redevelopment. A spur from Purchase Street ran on Pearl Street (now also broken by highway construction) east to the New Bedford & Taunton Railroad terminal.

A west-east route started at Purchase and William Streets and followed William, North Second, and Middle Streets to the Fairhaven Bridge, which it crossed into Fairhaven, where it ran on Bridge, Main, and Ferry Streets to the terminal of the Fairhaven Branch Railroad.

In 2020, SRTA New Bedford Route 2 included the segment of Purchase Street between Linden and Maxfield Streets. There was no transit service on other segments of the north-south route, and there was no service on the west-east route.

In 1877, the NB&F opened an extension from School Street via Fourth Street (now part of Purchase Street) south to Rockland Street. In 1879, this line was extended farther south to Rivet Street. There was no transit service on either part of this extension in 2020.

In 1879, the north end of the Purchase Street route was extended to Logan Street. This extension was included in SRTA Route 2 in 2020.

In 1882, the NB&F opened several extensions. The north-south line, also known as the City Line, was extended east on Rivet Street and south on South Water Street to Cove Street. A side loop ran from Rivet and South Water Streets north on South Water Street and west on Potomaska Street back to Fourth Street. Much of South Water Street has now been displaced by expressway construction.

A branch from the Fairhaven route ran from William Street at North Second via North Second, Union, North Sixth, Elm, Summer, and Parker Streets to Cedar Street. A short spur on Union Street ran west of North Sixth Street to the Grand Opera House.

Additional extensions were built in 1883 on William Street from Purchase Street to North Sixth Street; in 1884 on Kempton Street from Summer Street to Jenney Street; and in 1885 from Cove Street on West French Avenue (now French Boulevard) to Woodlawn Grove.

In 1886, the final year before being merged into the Union Street Railway, the NB&F opened several more branches. These included three lines in Fairhaven: an extension of the original route from Ferry Street south via Main, Church, and Fort Streets to Doane Street near historic Fort Phoenix; a branch from Bridge Street north on North Main Street to North Street at Oxford Village; and a spur on South Street off Main Street to a new stable.

Within New Bedford, 1886 additions consisted of an extension of the Kempton Street route from Jenney Street to Rockdale Avenue; a spur on Weld Street from Purchase Street to a paint and repair shop; and an extension of the Pearl Street route from the former New Bedford & Taunton Railroad station site to that of a new station being built by the Old Colony Railroad.

In 2020, there was no transit service on any of the NB&F lines opened in 1882 through 1886.

Acushnet Street Railway

The Acushnet Street Railway opened a main line and two branches in New Bedford in 1885. The main line ran from Nash Road on Acushnet Avenue and Bedford, South Sixth, and County Streets to Cove Road. One branch followed Bedford, Green, Allen, and Dartmouth Streets to Rural Cemetery. The second branch ran from Acushnet Avenue on Union Street to Purchase Street. The NB&F track was used from Purchase to North Sixth Street. The new line continued on Union, Ash, Morgan, Cedar, and Durfee Streets to Mt. Pleasant Street.

In 1886 the main line was extended north on Acushnet Avenue from Nash Road to Lund's Corner, at Tarkiln Hill Road.

In 2020, SRTA Route 2 ran on Acushnet Avenue between Tarkiln Hill Road and Sawyer Street. There was no transit service on other former Acushnet Street Railway lines.

Union Street Railway

In 1887, the New Bedford & Fairhaven Street Railway and the Acushnet Street Railway merged, forming the Union Street Railway. Other than a short new connecting track on Weld Street, the Union built no new horsecar lines, and it abandoned redundant segments of the two component systems. Starting in 1890, all new lines of the Union Street Railway were electrified from the time they opened.

HORSE RAILROADS ON MARTHA'S VINEYARD AND NANTUCKET

Oak Bluffs Street Railway

The Oak Bluffs Street Railway opened in 1873. It ran from Highland Wharf, off East Chop Drive, about one quarter-mile north of the present entrance to Oak Bluffs Harbor, via East Chop Drive, the present Lake and Siloam Avenues, and Jordan Crossing to the Methodist campgrounds at the present Trinity Park, where it ended in a long loop.

The Vineyard Transit Authority usually provides much more extensive bus route coverage on Martha's Vineyard from April through November than from December through March. However, even in the peak seasons in recent years, the only segment of the Oak Bluffs Street Railway route has been on the one block on Lake Avenue between East Chop Drive and Siloam Avenue. This was part of year-round Route 13 and seasonal Routes 7 and 9.

Cottage City Street Railway

In 1892, after having taken over operation of the Oak Bluffs Street Railway, the Cottage City Street Railway opened two new horsecar lines. One ran from the southern end of East Chop Drive via New York Avenue and the northern end of East Chop Drive to the New York Yacht Club Pier.

The other 1892 route ran from the Oak Bluffs steamship wharf to Lagoon Heights via the present Seaview, Tuckernuck, Nashawena, and Circuit Avenues, and Wing Road to County Road. Within the Lagoon Heights development, the line ran on Barnes Road and Alpine and Colonial Avenues to the Prospect House hotel at the corner of Beacon Avenue. By 1893, a connecting link between the two routes was added, on Lake Street from Siloam Avenue to Seaview Avenue. All subsequent extensions were electrified from the time they opened.

In 2020, the New York Avenue segment was part of VTA year-round Route 13 and seasonal Routes 7 and 9. Route 7 also included the former horsecar route between the Steamship Authority Oak Bluffs wharf and Barnes Road at Alpine Avenue. There was no transit service on Alpine and Colonial Avenues.

Nantucket Beach/Siasconset Street Railway

In 1892, the Nantucket Beach Street Railway opened a horsecar route from the Nantucket main business district through the present Federal, Broad, South Beach, and Easton Streets to Brant Point, and a branch on Easton Street and the present Cliff Road about to the present site of

Coffin Park. These lines did not operate after 1893, and the tracks were removed in 1898 without having been electrified.

In 2020, the Nantucket Regional Transit Authority (NRTA) bus system Jetties Beach Route included the segments of the Nantucket Beach Street Railway route on Broad, South Beach, and Easton Streets, and Cliff Road to Coffin Park. There was no transit service on Easton Street east of South Beach Street or on Federal Street.

HORSE RAILROADS IN CENTRAL MASSACHUSETTS

Fitchburg and Leominster Street Railway and Predecessors

In 1886, the Fitchburg Street Railway opened a horsecar line in Fitchburg from Goodrich Street via Summer, Main, River, and Westminster Streets to Sanborn Street in West Fitchburg. In 1887, an extension opened on Summer Street to the fairgrounds at Bemis Street.

In 1889, a branch opened on Water Street between Main Street and a projection of Cleveland Street. In 1890, the West Fitchburg route was extended on Westminster Street to Princeton Road.

In 2020, Montachusett Regional Transit Authority (MART) Route 3 included the line of the Fitchburg Street Railway on Summer Street. MART Route 5 included the line on Main, River, and Westminster Streets to Princeton Road. MART Route 2 included the line on Water Street.

In 1891, the Leominster Street Railway opened a horsecar line from West Street in downtown Leominster via Main Street to North Leominster at Hamilton Street. In 2020, MART Route 2 included the segment of the Leominster Street Railway line on Main Street between Hamilton Street and Hawes Street, but it took a more roundabout route between Hawes Street and downtown Leominster. There was no transit service on Main Street between Hawes and West Streets.

In April 1892, the Fitchburg Street Railway bought the Leominster Street Railway, and the combined company was renamed the Fitchburg and Leominster Street Railway. All subsequent extensions made by this company were electrified from the time they opened.

Worcester Horse Railroad

In 1863, the Worcester Horse Railroad opened a route from Harrington Avenue (now Northampton Street) at Lincoln Street through Lincoln and Main Streets to Webster Square (Main Street at Webster Street). It also had a branch on Front Street and a branch on Pleasant Street to West Street. In 1867, this company was sold to the newly organized Worcester Street Railway, which was succeeded by a new company with the same name in 1869. By then, only the main line was still in use. In 1876, the Worcester Street Railway extended the Lincoln Street route from Harrington Avenue to Burncoat Street.

In 2020, several Worcester Regional Transit Authority (WRTA) bus routes operated on Lincoln Street between Burncoat Street and Belmont Street, but west of I-290, Lincoln Street was substantially reconfigured and mostly relocated from its original alignment, and it no longer connected directly with Main Street. Several other WRTA bus routes ran on Main Street between Webster Square and Martin Luther King, Jr. Boulevard, but there was no transit service farther north on Main Street.

Citizens' Street Railway

In 1886, the Citizens' Street Railway opened four routes, partly using tracks of the Worcester Street Railway. A route from Pleasant Street at Park Avenue to Union Station via Pleasant and Front Streets was a revival and extension of the Worcester Horse Railroad's Pleasant Street Branch, abandoned 20 years earlier. In 2020, WRTA Route 2 included the entire segment on Pleasant Street. Several WRTA routes operated on Front Street.

A branch of the Pleasant Street line followed West, Cedar, and Agricultural (now Russell) Streets to Highland Street. This route may already have continued, as it later did, via Highland and Boynton Streets to Worcester Polytechnic Institute. In 2020, only the segment of this branch on Highland Street had transit service.

A route beginning at North and Grove Streets (at Rural Cemetery) followed Grove and Salisbury Streets to Main Street, used the Worcester Street Railway's main line for 0.7 miles on Main Street, then branched off on Southbridge Street and continued to Stearns Square, at College Street. In 2020, WRTA Routes 30 and 31 ran on the Grove and Salisbury Street segments of this route. Routes 42 and 29 ran on the Southbridge Street section.

A route starting at Main and Front Streets at Worcester City Hall followed Front, Trumbull, Green, and Millbury Streets to Quinsigamond Village. The 1891 map shows the end of this route at what is now Blackstone River Road at Whipple Street. Construction of I-290 and state Route 146 relocated or eliminated much of the former alignment of Millbury Street.

In 2020, WRTA Route 4 used Green Street and Millbury Road in its current configuration as far south as McKeon Road. The northern half of Millbury Street was one-way southbound. Route 11 used the segment of the former horsecar line on Blackstone River Road.

Worcester Consolidated Street Railway

Effective May 31, 1887, the Citizens' Street Railway bought the Worcester Street Railway and was renamed the Worcester Consolidated Street Railway. Most horsecar extensions by this company were not reported in detail. However in 1889, the Grove Street route was extended to West Boylston Street. In 2020, WRTA Routes 30 and 31 included this extension.

In 1890, a new branch was opened from Main Street via Chandler Street and Park Avenue to the New Worcester neighborhood. In 2020, WRTA Route 6 used Chandler Street between Main Street and Park Avenue. Route 7 used Park Avenue between May Street and Maywood Street and between Lovell Street and Mill Street. (The horsecar line may also have continued on Mill Street to Main Street, but there was no service on that part of Mill Street in 2020.)

Another route opened in 1890 ran from Lincoln Square via Grafton Street to Hamilton Street. In 2020, WRTA Routes 5 and 16 included this segment.

After 1890, all Worcester Consolidated Street Railway extensions were electrified from the time they opened.

North End Street Railway

The North End Street Railway first began operating horsecar service in 1891, on an extension of the Worcester Consolidated Lincoln Street route via Burncoat Street to North Avenue (now Randolph Road). In 1892, this line was extended via North Avenue, Barber Avenue, and West Boylston Street to Chadwick Square (near the present location of Quinsigamond Community

College). After that, further extensions of the North End were electrified from the time they opened. The North End was leased to the Worcester consolidated in 1895.

In 2020, WRTA Route 14 included the segment of Burncoat Street between Lincoln Street and North Avenue. Routes 30 and 31 included the segment on West Boylston Street. There was no service on the connecting link on North Avenue and Barber Avenue.

HORSE RAILROADS IN THE CONNECTICUT RIVER VALLEY

Northampton and Williamsburg Street Railway Company/Northampton Street Railway

In 1866, the Northampton and Williamsburg Street Railway opened a horsecar line from Pleasant Street in downtown Northampton via Main, Elm, North Main, Locust, and Main Streets to Maple Street in Florence Village, continuing south on Maple and Pine Streets to Park Street. In 1893, the company was renamed the Northampton Street Railway. In 1892, the downtown end was extended via Main Street and Strong Avenue to the station shared by the Connecticut River, Boston & Maine, and New Haven Railroads.

The Northampton Street Railway's horsecar line was electrified in 1893, and all subsequent extensions were electrified from the time they opened.

In 2020, Pioneer Valley Transportation Authority (PVTA) Route R42 included almost the entire former Northampton Street Railway horsecar line. Route R42 started from a loop on Crafts Avenue, Old Street, and Main Street in downtown Northampton rather than from Pleasant Street near the railroad station. At Florence, the R42 continued on North Main Street beyond Maple Street. PVTA Route R44 ran southbound on Maple Street in Florence to and beyond Pine Street, but there was no transit service directly on Pine Street. In downtown Northampton, Route R44 also included the segment of Main Street between Old and Pleasant Streets. PVTA Route B43 included the segment of Main Street between Old Street and Strong Avenue.

Springfield Street Railway

In 1870, the Springfield Street Railway opened a horsecar line in Springfield from a carhouse on North Main Street at Hooker Street (now the site of the PVTA bus garage) via Main and State Streets to Oak Street. In 1873, this line was extended on State Street to Eastern Avenue. Also in 1873, a branch was opened on Main Street between State and Locust Streets. This branch was extended in 1874 on Locust Street to Mill Street.

In 2020, PVTA Route B7 included the line on Main and State Streets between Union Station and Eastern Avenue; it was partly overlapped by Route B6. Route G1 included the line from the PVTA garage to Mill Street, and was mostly overlapped by Route G2.

In 1875, an extension was opened on North Main Street from the carhouse north to Wason Avenue in the Brightwood neighborhood. In 2020, Route G1 included this line.

In 1880, the Springfield Street Railway opened a branch from State Street via Maple, Central, and Mill (now Rifle) Streets to the U. S. Water Shops near the present Allen Street. In 2020, PVTA Route G5 included the segment of this line from State Street on Maple and Central Streets as far as Pine Street, but there was no transit service on the rest of the route to Water Shops.

In 1885, a branch opened from State Street via Walnut and King Streets to Eastern Avenue. In 2020, PVTA Route X90 included the segment of this route on Walnut Street between State

and King Streets. Route G3 included the segment on King Street between Hancock Street and Eastern Avenue. There was no transit service on King Street between Walnut and Hancock Streets.

In 1887, the Springfield Street Railway reported a new line starting from Main Street at Bridge Street via Bridge Street and the Old Toll Bridge (north of the present Memorial Bridge) across the Connecticut River into West Springfield. It then continued in that town on Bridge, Main, Park, and Elm Streets, to an unspecified endpoint. In 1889, this line was extended via Elm Street and Westfield Road (now Westfield Street, U.S. Route 20) to the Mitteneague section of the town near Chestnut Street.

In 2020, PVRTA Route R10 included the segment of this route in West Springfield between Main Street at Bridge Street and Westfield Street at Chestnut Street, with a link from downtown Springfield via the Memorial Bridge. There was no transit service on Bridge Street in either Springfield or West Springfield, as they no longer connected directly with a bridge.

Two new branches within Springfield also opened in 1887. One ran from Main Street on Lyman, Chestnut, and Worthington Streets to Kibbe Avenue. The other ran north on Chestnut Street from Lyman Street to Carew Street. In 2020, PVRTA Route B17 included the segment from Chestnut Street at Taylor Street to Worthington Street at Kibbe Avenue. There was no service on the segment from Lyman Street at State Street to Chestnut Street at Taylor Street. PVRTA Route 21 ran on the segment of Chestnut Street between Liberty and Carew Streets.

In 1888, the Brightwood Line was extended on Main Street from Wason Avenue to the border of Chicopee, continuing in that town on Centre Street to Chicopee Centre. A branch of this line continued on Centre, Front, and Grove Streets to Church Street in Chicopee Falls. There was also a branch in Chicopee on Front Street, Market Square, and Exchange Street. In 2020, PVRTA Route G21 included the entire extension from Wason Avenue in Springfield to Church Street in Chicopee Falls. However, there was no transit service on the Exchange Street Branch.

Starting in 1890, all further extensions of the Springfield Street Railway system were electrified from the time they opened.

Woronoco Street Railway

In 1891, the Woronoco Street Railway opened a horsecar line in Westfield, from Notre Dame Street via North Elm, Elm, and Court Streets to a point west of Day Avenue. In 1894, the line was extended west on Court Street and Western Avenue to what is now Park Drive. The line was electrified in 1896, and all subsequent extensions were electrified from the time they opened.

In 2020, PVRTA Route 10 included the part of the Woronoco Street Railway route from Elm Street at Arnold Street to Park Drive. There was no transit service on the segment between Arnold Street and Notre Dame Street.

Holyoke Street Railway

The Holyoke Street Railway's network of horsecar lines was built during the years 1885 to 1889. Sources available for this manuscript describe the completed system but not the opening dates of individual lines. After 1889, all lines built by this company were electrified from the time they opened.

The main line began at South Hadley Falls Village in the town of South Hadley, and followed Main and Bridge Streets in that town to the County Bridge, near the location of the present Vietnam Veterans Memorial Bridge across the Connecticut River to Holyoke. In

Holyoke, the line continued on Bridge Street, County Bridge Road, and Canal, Main, Dwight, High, Appleton, Pleasant, and Lincoln Streets, ending about at Nonotuck Street near the present Kennedy Park.

In 2020, several segments of this route were included in PVTa routes, but no route included all of the segments. In South Hadley, there was no transit service on the segment of Main Street used by the horsecar line. PVTa Routes R29 and X90 crossed the Connecticut River on the Vietnam Veterans Memorial Bridge. There was no service on Canal Street between County Bridge Road and Lyman Street, but Route R29 rejoined the horsecar line from Canal Street at Lyman Street to Dwight Street at High Street. Routes B23 and P20 ran northbound on High Street between Appleton and Dwight Streets. There was no service on Appleton Street. Route R24 ran northbound on Pleasant Street between Appleton and Lincoln Streets. Route B48 ran on Lincoln Street between Pleasant Street and Kennedy Park.

A Holyoke Street Railway line called the Elmwood Branch ran from Appleton Street south on High, Cabot, Maple, and South Streets, Brown Avenue, and Laurel and Northampton Streets to the west end of South Street. In 2020, Routes B23, P20, and X90 ran northbound on High Street between Appleton and Cabot Streets. Route P20 also ran southbound on Maple Street between Cabot and South Streets, on South Street between Maple Street and Brown Avenue, and on Northampton Street, along with Route R24, between Laurel Street and the west end of South Street. There was no service on Brown Avenue or Laurel Street. Route P21 ran on Cabot Street between High and Maple Streets.

A Holyoke Street Railway South Holyoke Branch ran on Main Street from Dwight Street to South Street. In 2020, this was included in Route R29 and in Route R24 northbound.

HORSE RAILROADS IN BERKSHIRE COUNTY

Hoosac Valley Street Railway

In 1886, the Hoosac Valley Street Railway opened a horsecar line between the towns of North Adams and Adams. As discussed in the main body of this manuscript, the route taken by this line is difficult to describe in present-day terms because several sections of the roads it used have been discontinued or relocated, and there were some sections of private right-of way.

Starting from Main Street in downtown North Adams the line ran on a segment of State Street that has been discontinued because of redevelopment, to a point south of the bridge over railroad lines. From there to the border of Adams, the street railway was mostly on the present line of State Route 8, but diverged from it in several places where Route 8 has bypassed sections of old State Street.

In 2020, there was no transit service on the segment of the former horsecar route in North Adams between Main Street and the Ocean State Job Lot store at 830 Curran Highway. Berkshire Regional Transit Authority (BRTA) Route 34 ran on State Route 8 between this store and the Walmart at Hodges Cross Road, but the car line diverged from Route 8 at several places in this segment.

BRTA Route 1 ran on state Route 8 between the Walmart in North Adams and Hoosac Street in Adams. This was the route of the horsecar line from South State Street, about 500 feet south of Hodges Cross Road, and its end at Hoosac Street.

The Hoosac Valley Street Railway was electrified in 1889.

Pittsfield Street Railway

In July 1886, the Pittsfield Street Railway opened a horsecar line from downtown Pittsfield to Point Pleasant, a resort near the south end of Pontoosuc Lake. The line started at the Boston & Albany Railroad's Pittsfield Station on West Street near Center Street. (Redevelopment has now changed the alignment of both of these streets.) From there, the car line followed West, North, and Wahconah Streets and North Street again to Pontoosuc Lake at or near Point Pleasant. This line was electrified in 1891.

In 2020, BRTA ran northbound on the former horsecar route from North Street, at the Intermodal Transit Center on the south side of Columbus Avenue, to Hancock Street near the Point Pleasant site, but it took a different route southbound. Routes 1 and 16 ran on North Street in both directions between the Transit Center and Tyler Street. South of the Transit Center, BRTA Route 2 ran on the segment of North Street to West Street that was included in the horsecar line.

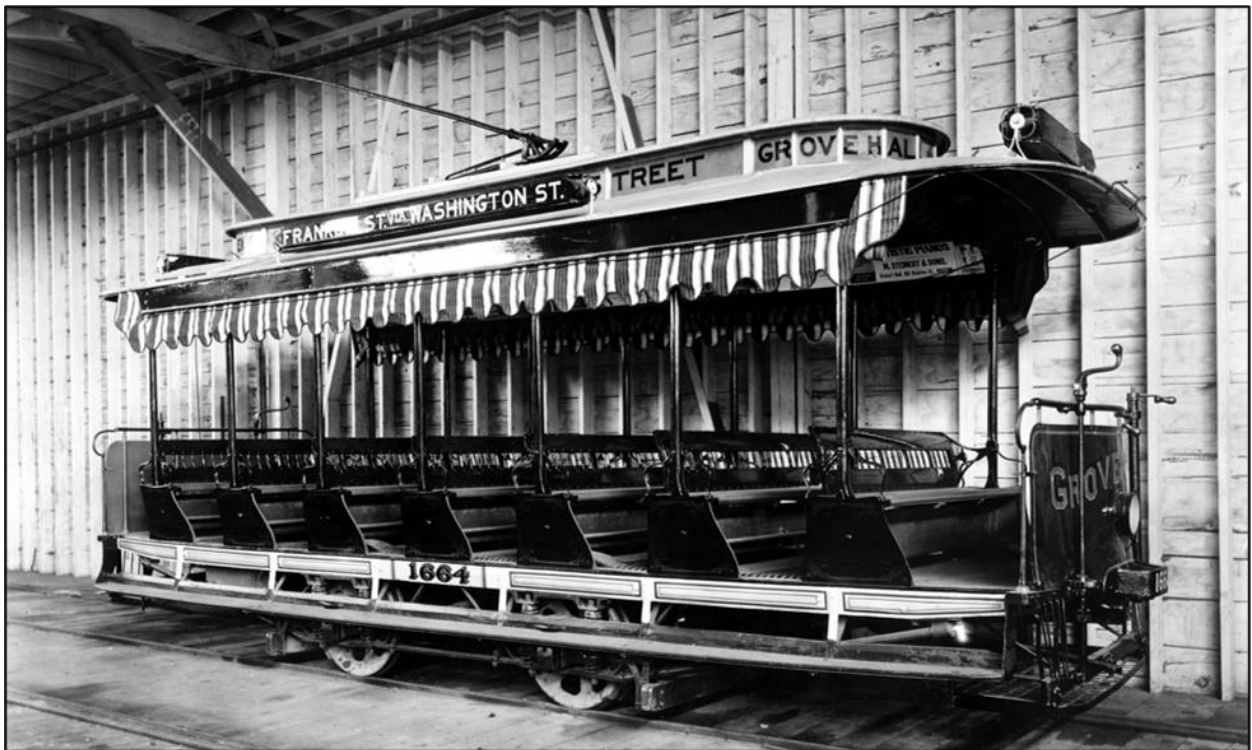


Figure 32. Horsecar Conversions

When electric propulsion was new, the most expedient way of transitioning a horse railroad to an electric railroad was by converting the existing rolling stock. On each horsecar, a motorized truck replaced the old wheel assembly, a trolley pole was mounted on the roof, a controller was installed, and the car was wired appropriately. Here are two examples from Boston's West End Street Railway circa 1890. TOP: 16-foot box car No. 1. BOTTOM: 7-bench open car No. 1664.